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PUBLISHING OFFICE: INGRAM HOUSE, 13-15, JOHN ADAM STREET, LONDON, W.C.2.
Registered as a Newspaper for Transmission in the United Kingdom
FOR POSTAGE RATES SEE FRONTISPIECE
PRICE 2/6

Painted by S. R. Badmin

Shell guide to SHROPSHIRE

The county of black-and-white houses, the Severn, and long blue hills crumpled into being by the pressure of Wales on the other side of Offa's Dyke (ditch and rampart built by King Offa about A.D. 785). Asense survives of the old border troubles of Welsh and English, as in A. E. Housman's *A Shropshire Lad* (1896) :

Where Severn down to Buildwas ran
Coloured with the death of man.

Even "Shropshire" speaks of defence: it was Scrobesbyrigscir – the shire of Shrewsbury or "Scrob's Fort" (shortened to Scrobscyr, the Normans mispronounced it Salopescire – hence Salop).

A strange mixture of famous men have Salop associations. Milton's *Comus* was first performed at Ludlow Castle, September 29th, 1634; Darwin was born at Shrewsbury (1809); Captain Webb, who first swam the Channel (August 24th, 1875), was born at Dawley, and Wilfred Owen, poet of the First World War, at Oswestry (1893). Langland, who wrote *Piers Plowman* (born about 1330), was probably a Shropshire man. A. E. Housman, though, was strictly a Worcestershire instead of a Shropshire lad.

Other items: the flag-decorated Arbor Tree (1) from Aston-on-Clun; the half-timbered medieval church (2) at Melverley; early clay pipes (3) from Broseley, the centre of pipe-making when tobacco was introduced; the Iron Bridge (4) (1779) over the Severn, England's first considerable structure in cast iron; plate with the original "willow pattern" (5), designed by Thomas Minton (1766-1836) for the pottery at Caughley; teapot (6) from the famous Coalport pottery – and in it a Salop flower, Touch-me-Not (7), first recorded as a British plant on the Camlad in Shropshire, 1633.

Also from Shrewsbury, from the Quarry Gardens, Sabrina – i.e. the Severn – by the Birmingham sculptor Peter Hollins (1800-1886), and the Shoemaker's Arbour (1679), once on the ground where the Shrewsbury trades performed their pageants.

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Volume CCL No. 3245

LONDON, August 11, 1962

THE SPHERE

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With which are incorporated *The Graphic* and *Black & White*

MALAYSIA ACCORD

Tunku Abdul Rahman, the Prime Minister of Malaya, Mr. Macmillan, Mr. Sandys, Secretary of State for Commonwealth Relations and the Colonies, and Mr. Lee Kuan Yew, Prime Minister of Singapore, outside Admiralty House in London. Last week the Governments of Malaya and Britain agreed in principle that the proposed Federation of Malaysia (to include Malaya, Singapore, Sarawak, North Borneo and Brunei) should come into being on August 31, 1963, Malaya's National Day. A formal agreement will be concluded within the next six months, after constitutional arrangements and safeguards for North Borneo and Sarawak have been worked out by an inter-Governmental committee. The Tunku told a Press conference that there had been "a bit of a tussle" at the talks. This was reflected in the report of the Cobbold Commission on the Borneo territories (published last week), the British and Malayan members of which differed on the question of the timing of self-government in the territories. The report was unanimous, however, that Malaysia was "an attractive and workable project"

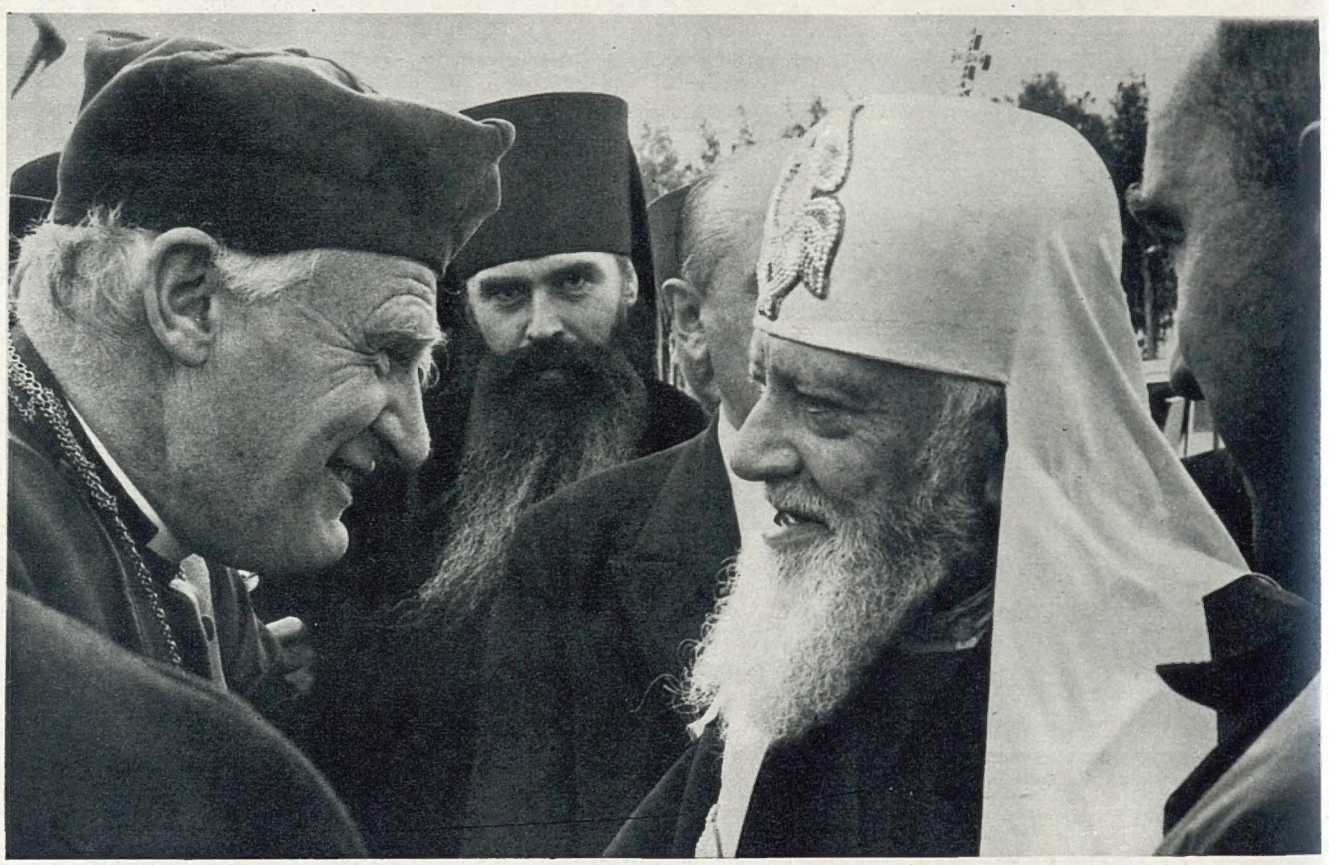
Postage: Inland, 4½d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

The Queen, wearing a long evening gown, attends a charity performance of Chekhov's *Uncle Vanya* at the new Festival Theatre, Chichester, Sussex. Behind are the Duke of Edinburgh (half hidden) and the Duke of Norfolk, recently appointed the manager of the forthcoming M.C.C. Australian cricket tour this winter. The charity performance was given in aid of the St. John Ambulance Brigade and the British Red Cross Society in Sussex

THE QUEEN AT CHICHESTER

Far right: The Queen Mother walks with Princess Margaret and Lord Snowdon across the tarmac at London Airport, to see them off to Jamaica on a B.O.A.C. airliner. The Princess, with her husband, left last week to attend Jamaica's Independence Celebrations as the official representative of the Queen. After more than 300 years as a colony, Jamaica became independent as a monarchy within the Commonwealth last Monday

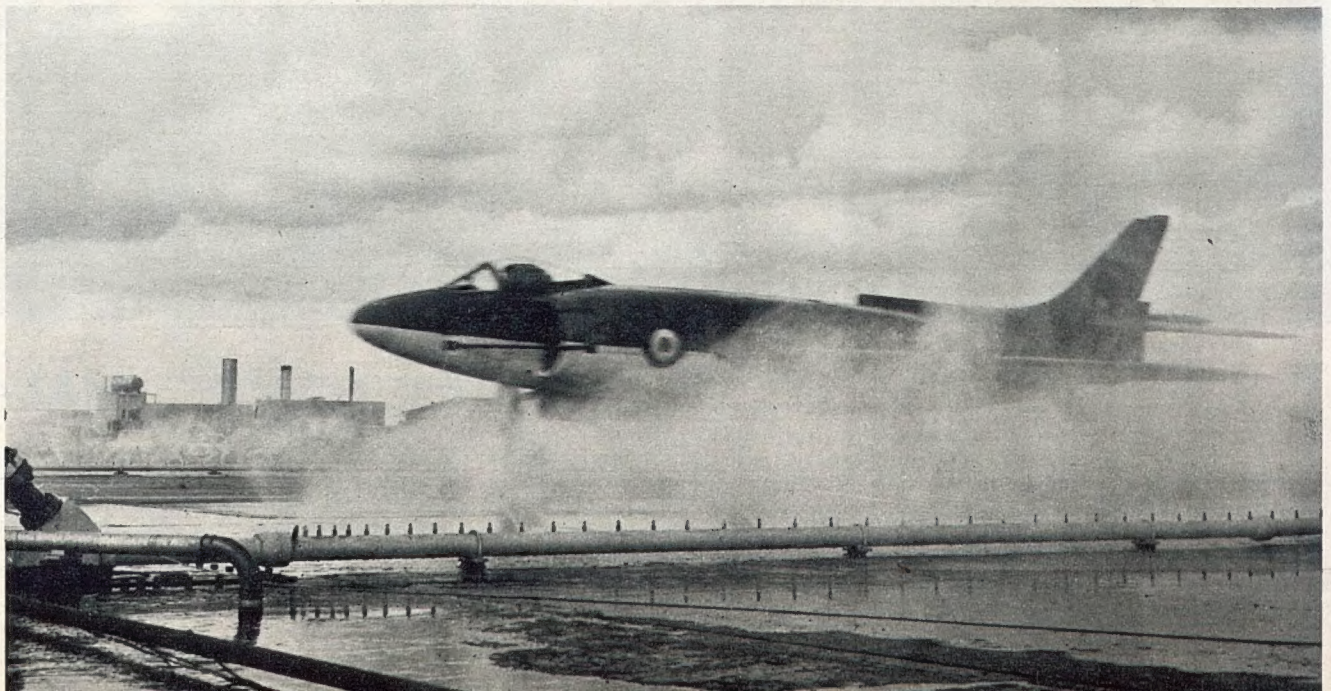
PRINCESS MARGARET AND LORD SNOWDON EN ROUTE FOR JAMAICA



Dr. Ramsey, the Archbishop of Canterbury, is welcomed on his arrival at Moscow Airport by Patriarch Alexei, the eighty-four-year-old head of the Russian Orthodox Church. Dr. Ramsey, the first Archbishop of Canterbury to go to the Soviet Union, was on a short visit to Moscow last week. His object was to seek closer relations between the two Churches, culminating in inter-communion. Patriarch Alexei said that he would like to see the difficulties of unity between the Anglican and Orthodox Churches solved within his lifetime. Dr. Ramsey, in reply, said that he looked for a joint theological commission between the two Churches. He invited the Patriarch to visit Great Britain in the near future. While Dr. Ramsey was in the Soviet capital, he attended various services of the Russian Orthodox Church. He also went to see Mr. Vladimir Kuroyedov, the chairman of the Russian Governmental Council for affairs of the Russian Orthodox Church, who was reported to have said: "We shall do all we can to help you"

THE ARCHBISHOP OF CANTERBURY ON HIS VISIT TO THE SOVIET UNION

DEMONSTRATING A DEVICE USING WATER JETS TO HALT AIRCRAFT ON LANDING



A Supermarine Scimitar naval jet fighter is halted by a new type of arrester gear, producing curtains of spray, during a demonstration at the Royal Aircraft Establishment at Bedford. Designed by Dr. John Thomlinson at the R.A.E., the Spray Type Arrester Gear uses water forced through tubes by a piston action. It was reported last week that after more than seventy test runs, the gear had a consistently outstanding performance. It may be used on future aircraft carriers to enable heavier and faster aircraft to be pulled up quickly on landing and could conceivably have civil applications. Dr. Thomlinson said that the Spray device could be constructed for £5,000

THE NEWS IN PICTURES

The 27-ton Westland SR.N2 hovercraft approaches the beach at Lee-on-Solent, watched by a crowd of holidaymakers. On board the hovercraft was the Duke of Edinburgh who had flown from Arundel by helicopter for an hour-long demonstration of the craft. It was announced last week that the SR.N2 is to operate a scheduled passenger service between Appley Tower, Ryde, on the Isle of Wight, and Eastney Beach, Southsea, from next Monday, August 13, to Friday of that week and for the same days of the following week. The SR.N2 will make three round trips a day, carrying forty-two passengers each time. The single fare will be 10s.

DEMONSTRATION BEFORE A SCHEDULED HOVERCRAFT SERVICE BETWEEN THE ISLE OF WIGHT AND SOUTHSEA

M. Mohamed Khider, one of the leading supporters of Algeria's dissident Vice-Premier, M. Ben Bella, talks to Pressmen in Paris. He paid a short visit to the French capital last week to meet representatives of M. Ben Khedda's Provisional Government in an attempt to preserve a form of unity among the Algerian nationalist leaders. **Right:** M. Belkacem Krim, who emerged last week as the leading opponent of M. Ben Bella, is seen in Algiers, after a meeting with M. Khider. At the end of last week the rival factions announced a truce in which the Benkheddists accepted the Benbellists' seven-man politburo. This was to direct the elections (to be held before the end of the month), after which its composition would be examined by the Algerian Parliament. M. Ben Khedda would remain head of the Government until that time

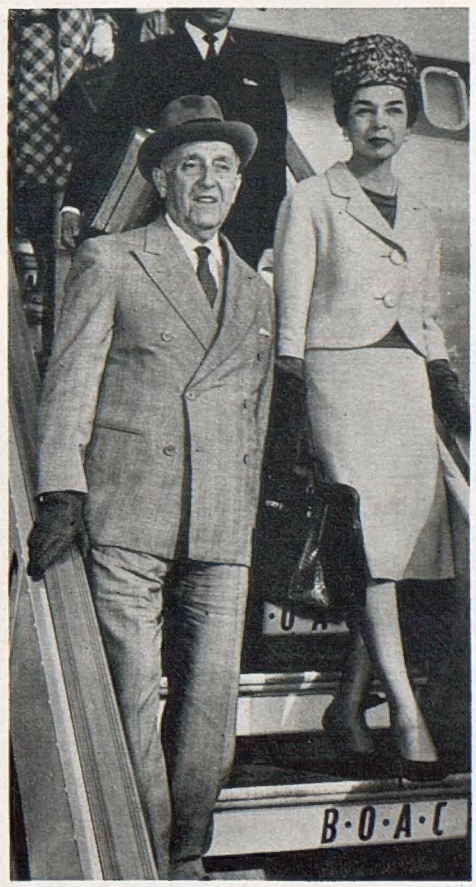
KEY FIGURES IN ALGERIA'S POLITICAL STRUGGLE: M. MOHAMED KHIDER . . . .

AND M. BELKACEM KRIM

Leaving the Home Office after a meeting with Mr. Henry Brooke, the Home Secretary, are members of a delegation of the Board of Deputies of British Jews. In the foreground are, centre, Sir Barnett Janner, president of the board, and Dr. Israel Brodie, the Chief Rabbi. The delegation urged the Home Secretary that steps should be taken, either under present law or by means of amending legislation, to prohibit the holding in future of meetings of a racially provocative character. Later last week in the House of Commons, Mr. Brooke, asked about recent Fascist meetings and disturbances, promised to look into the Public Order Act and other legislation to see if the law could be improved

Far right: Ex-President Prado of Peru arrives at London Airport with his wife on the way to Paris. On arrival in Paris, where he is to make a temporary home, he said he hoped that a regime of "democracy and liberty" would soon be restored in Peru. Dr. Prado was deposed in the country's recent military *coup d'état*

A DELEGATION OF JEWS AT THE HOME OFFICE



EX-PRESIDENT PRADO IN EUROPE

THE STRIKING ILLUMINATION OF CANTERBURY CATHEDRAL DURING THE CITY'S FESTIVAL

Canterbury Cathedral is bathed in light during tests for the performances of *Son et Lumière*, being given nightly, except for Sundays, until September 22. Telling the story of the Cathedral, the performances are part of the Canterbury Festival and have been devised and produced by Christopher Ede, with a narration by Sir John Gielgud

A NEW STEEL WORKS IS THE SUBJECT OF A PAINTING AT AN EXHIBITION BY INDUSTRIAL ARTISTS

After the opening of the annual exhibition of the Industrial Painters' Group at the Guildhall Art Gallery in London, Lord Brabazon of Tara (right) looks at a painting of the new Spencer Works of Richard Thomas and Baldwins Ltd. by Mr. Philip Nunan (extreme left). Next to Mr. Nunan are Mr. Terence Cuneo, president of the Group, and Mr. Henry Spencer, the managing director of R.T.B.

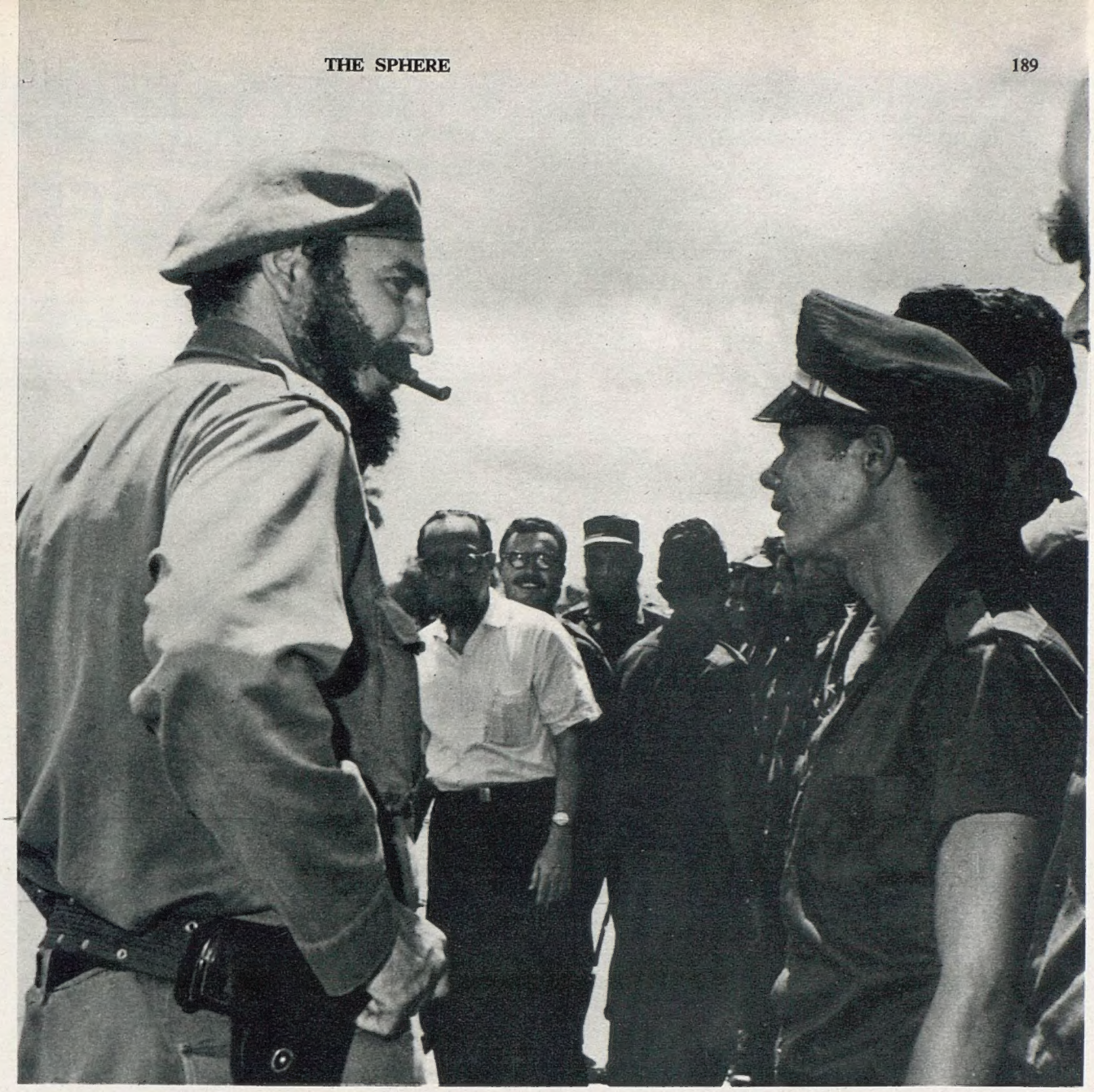
TRAIN CRASH IN SUSSEX

SIR JOHN HUNT RETURNS

Sir John Hunt (left), leader of the Anglo-Russian climbing expedition to the Pamirs, arrives at London Airport with another member of the expedition, Mr. George Lowe. Sir John returned last week to give information about the accidental deaths of Mr. Wilfrid Noyce and Mr. Robin Smith on the slopes of Mount Garmo on July 24

Far right: A twisted derailed coach lies on its side at the approach to Barnham Junction station, near Bognor Regis. It was one of two coaches of the 10.17 a.m. Brighton to Portsmouth train which were derailed as the train was slowing to stop at the station. The driver and thirty-seven passengers were injured in the accident last week, but it was reported that none of the injuries were serious

THE NEWS IN PICTURES



RUSSIAN TECHNICIANS AND FISHING VESSELS FOR CUBA

Havana cigar in mouth, the Cuban Premier, Fidel Castro, welcomes Russian technicians arriving in Cuba to maintain five of the latest type of Soviet fishing vessels which were presented by Russia to Cuba recently. At the presentation Captain Vladimir Oberchev pinned a Lenin insignia on to the tunic of the Cuban Premier

Below right: King Mohammad Zahir of Afghanistan greets the Shah of Persia on the latter's arrival in Kabul, Afghanistan's capital. Recently the Shah's offer to mediate in the dispute between Afghanistan and Pakistan was accepted by both the Afghan King and President Ayub Khan of Pakistan. Observers believed that the Shah was making progress in his efforts to solve the dispute, which centred on the question of self-determination for Pathan tribesmen living within Pakistan's frontiers

Far right: Mr. Profumo, the Secretary of State for War, is met by General Sir James Cassels, C.-in-C. of the B.A.O.R., on his arrival at the R.A.F. station at Wildenrath, in West Germany. Mr. Profumo made a four-day tour last week of B.A.O.R. units. Among the places which he visited was Minden, the scene of recent disorders involving British troops. According to an Army spokesman, Mr. Profumo told the Burgomaster of the town that the whole question of facilities for British troops in Germany was being studied He also saw manœuvres on Lüneburg Heath

MEDIATOR BETWEEN NEIGHBOURS

MR. PROFUMO IN WEST GERMANY

STRENGTHENING THE BERLIN WALL

East German police and men of the East German army repair and strengthen a section of the Communist wall in Berlin which had been damaged by explosives. It is estimated that some 1,000 members of the East German para-military forces have defected over the wall to West Berlin in the past twelve months. The Communist barrier, dividing East from West Berlin, will have been in existence for a year in the middle of this month. The building of it began on the night of August 17-18, 1961. Recently work has been put in hand for the construction of a second wall behind the existing one. This doubling of the barrier may mean Russia intends to conclude the "peace treaty" with East Germany

ON AND OFF PARADE

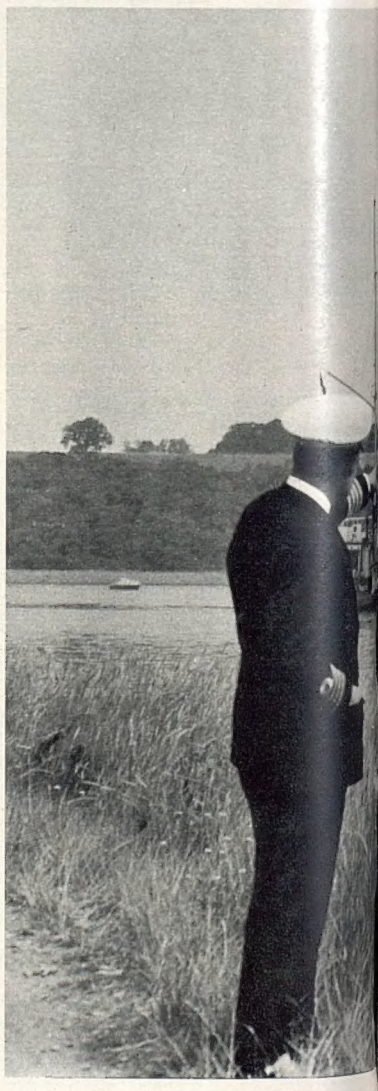
It must be unusual for a bishop to act as an inspecting officer. The Bishop of London undertook this function last week when he reviewed police cadets at the passing-out parade and parents' day at the Hendon Training School. He inspected the ranks accompanied by Colonel N. A. C. Croft, the Commandant of the Metropolitan Police Cadet Corps. Parents were also among those who went to " open day " at the Royal Naval Air Station at Culdrose. A fly-past of massed helicopters was a feature of the occasion. News from the Royal Air Force included the arrival of five Comet 4's for Transport Command.

With the commissioning at Portsmouth of H.M.S. *Albion*, Britain now has two Commando carriers (the other is H.M.S. *Bulwark*). Both are aircraft-carriers which have been adapted for their special role with Commandos. Each can carry a full-strength Commando. *Albion* will sail for the Far East with a Marine Commando and a Royal Artillery battery in the late autumn. In contrast to the latest addition to the Navy is the training ship of the Shaftesbury Homes, *Arethusa*. She was towed from her berth in the Medway to dry-dock in Chatham.

A fly-past of helicopters on " open day " at Culdrose Naval Air Station, Cornwall

The Bishop of London inspects police cadets at Hendon training school

A Comet 2, three Comet 4s and, beyond them, a Britannia at the R.A.F. station at Lyneham, in Wiltshire



The training ship *Arethusa* is towed on t

Three cheers for the Duke of Edinburgh after the commissioning of H.M.S. *Albion* as Britain's second commando carrier, at Portsmouth

Medway to dry-dock in Chatham. A naval officer points out to the children features of interest

Captain Madden R.N., of *Albion*, inspects a howitzer on her deck

JOHN CONNELL

ORDERLY CHANGE, NOT CHAOS

Of all the various forms of political or parliamentary oration, the *tour d'horizon* is the most difficult. If it fails, it wuffles and it confuses, and it is intolerably dull to boot. If it succeeds, it possesses elegance, cogency and strength. Ideally it ought to have a symphonic unity; it should range far over trends and happenings, and penetrate deeply into intentions and motives. No novice should be allowed, either by his official advisers or his Cabinet colleagues, to attempt it. It is a Sixth Form exercise, and stands to be judged by the highest standards.

Many otherwise admirable Ministers are not, in this field of their work, of the requisite calibre. Robert, third Marquess of Salisbury, and Viscount Grey of Fallodon achieved mastery in this most testing of arts. Asquith was Ciceronian; Lloyd George was half-Lob, half-Celtic bard; Curzon and Austen Chamberlain were both *beta*-plus. Ernest Bevin tortured his syntax; and Lord Avon presided over a committee of officials and private secretaries in order to produce, with the most engaging charm and total sincerity, a formidable torrent of platitudes. Churchill, at his greatest, was unbeatable, mixing in exciting and unpredictable proportions the Authorised Version, the late Victorian music-hall, Gibbon and William Ernest Henley.

In this company the present Foreign Secretary, Alexander Frederick, fourteenth Earl of Home, is a surprising new entry whose claim to mastery—on Edward Grey's level—is now, in my opinion, firmly established. Who would have foreseen this two short years ago, at the time of his appointment? He has no extrovert, exhibitionist characteristics; his tone and manner are easy, diffident and casual-seeming. He gives no hint of effort or contrivance. Yet others, far more competent than I am to deliver a considered judgment, out of great experience say that he gives—every time he essays it—a quite flawless *tour d'horizon*.

I have read, with close attention, the full *Hansard* report of his speech in the House of Lords on July 25. I hope that I can persuade many others to spend their shilling and do as I have done. They will not, I am convinced, waste their money. Lord Home spoke from sixteen minutes past three until one minute to four o'clock. What he said occupies just over fourteen of *Hansard's* closely-printed columns.

Two aspects of it strike me as especially worthy of study. The first is the stress which the Foreign Secretary laid on the need for an educated, informed and interested public opinion here at home if the Government is to pursue a sustained, strong and consistent policy in its international relations. In a situation such as Britain faces today this is an essential, without which the Government cannot speak with authority or act with decision. It would indeed be fatal if, as Lord Home put it, we get the feeling that " because we have shed an Empire, we can be insulated from changes or absolved from exerting influence and taking action on the world stage." We cannot contract out.

Lord Home and Mr. Gromyko at a reception in Geneva before the signing of the Laos agreement. In background is India's Mr. Krishna Menon

Lord Home offered, aptly but sombrely, " a for instance." With an austere avoidance of melodrama, he did what diplomatists and politicians nowadays seldom attempt: he told the simple truth about recent negotiations in which he had taken part.

" I should like to say now that which I could not say eighteen months ago: that when I went to the Seato conference at that time, war (and it would not have been war only between North Vietnam and Laos: it would have been war between the Seato Alliance, including the United States, and the Communist Alliance, including China and Russia) was so near that it could have turned on the spin of a coin; and had that happened, Britain would once more have been engaged in a world war, no less a world war because it happened to be in the continent of Asia."

The spin of a coin, as no one realises more clearly than Lord Home, is an extremely unsatisfactory way of reaching a decision on issues of this desolating magnitude. Nor can we turn a blind eye to them and hope that we can, in the end, muddle through peacefully. A Government which adopted, in the 1960s, this too familiar attitude would quite properly be fiercely condemned, if and when it stumbled to—and perhaps over—the verge of catastrophe. But the responsibility lies, in fact, just as much with the people, to understand, and to back the Government when it pursues, deliberate and determined policies on all the principal matters of tension and disagreement.

Such an outlook on the part of the public is not easy to achieve or to maintain. There are suddenly new points, or new areas, of tension, the geographical and political facts about which it is difficult to assimilate overnight. I know that I, for one, find that no sooner have I come to nodding terms of acquaintance with the Vietnam " problem," and the neutralist and non-neutralist princes with gong-clanging and almost indistinguishable names, than I am bidden urgently to consider the implications of a series of patrol clashes in the Chip Chap Valley on the borders of Tibet and Kashmir.

However, I find that I hold as steadfastly as I can to certain simple guiding rules, which apply as much to those who comment on, as to those who conduct diplomacy in our day: never flap, never despair; never let your mind be swamped in petty detail or trivial statistics; don't be overwhelmed by the total nature of the nuclear threat; and never fail to realise there must be a sticking-point beyond which the Western Alliance must not be nagged, jostled, cozened or blackmailed.

The second aspect of Lord Home's speech to which I want to draw attention is what he described as its " connecting theme," linking Laos and disarmament, disarmament and Berlin. It is a link of sensible hope that the forces of international anarchy may at last be in retreat. This hope is based on a sober appraisal of the real value of the nuclear deterrent: " The nuclear power at the disposal of the great countries of the world is so great that we face this straight choice: are we to fight and be blown to pieces; or are we to negotiate and continue to negotiate, however stubborn the particular problem may be, until a solution is found? There is no use thinking, as the Laotian situation proves, that you can isolate war these days into local war. The chances are that it will escalate."

But the Foreign Secretary sees, parallel to the ban on fighting imposed by fear, more positive influences at work, no less in the Soviet Union than in the West. The chief of these influences is, to put it bluntly, the increasing recognition that Communism is not a panacea for all human ills: Russian and Chinese food shortages compare with the " capitalist " countries' formidable, if not entirely equally shared, surpluses of food; the protracted Communist effort to divide Western Europe, and in dividing bring it under Soviet control, has blatantly failed; and the disparity is astonishing between the brilliance of the achievements of the Russians' scientific and technological revolution and the drabness and impoverishment of the ordinary Russian citizen's life.

Is it not the Communists, rather than the capitalists, who have been slow in coming to terms with the twentieth century. Will not the radical adjustments which they must make mean a loosening, and a dissolution, of the rigidities of Communist doctrine? These processes are by no means near in time, nor will they be easy to achieve. But the more areas of contact with the Soviet Union that the West can develop, the better are the hopes of their continuation and extension.

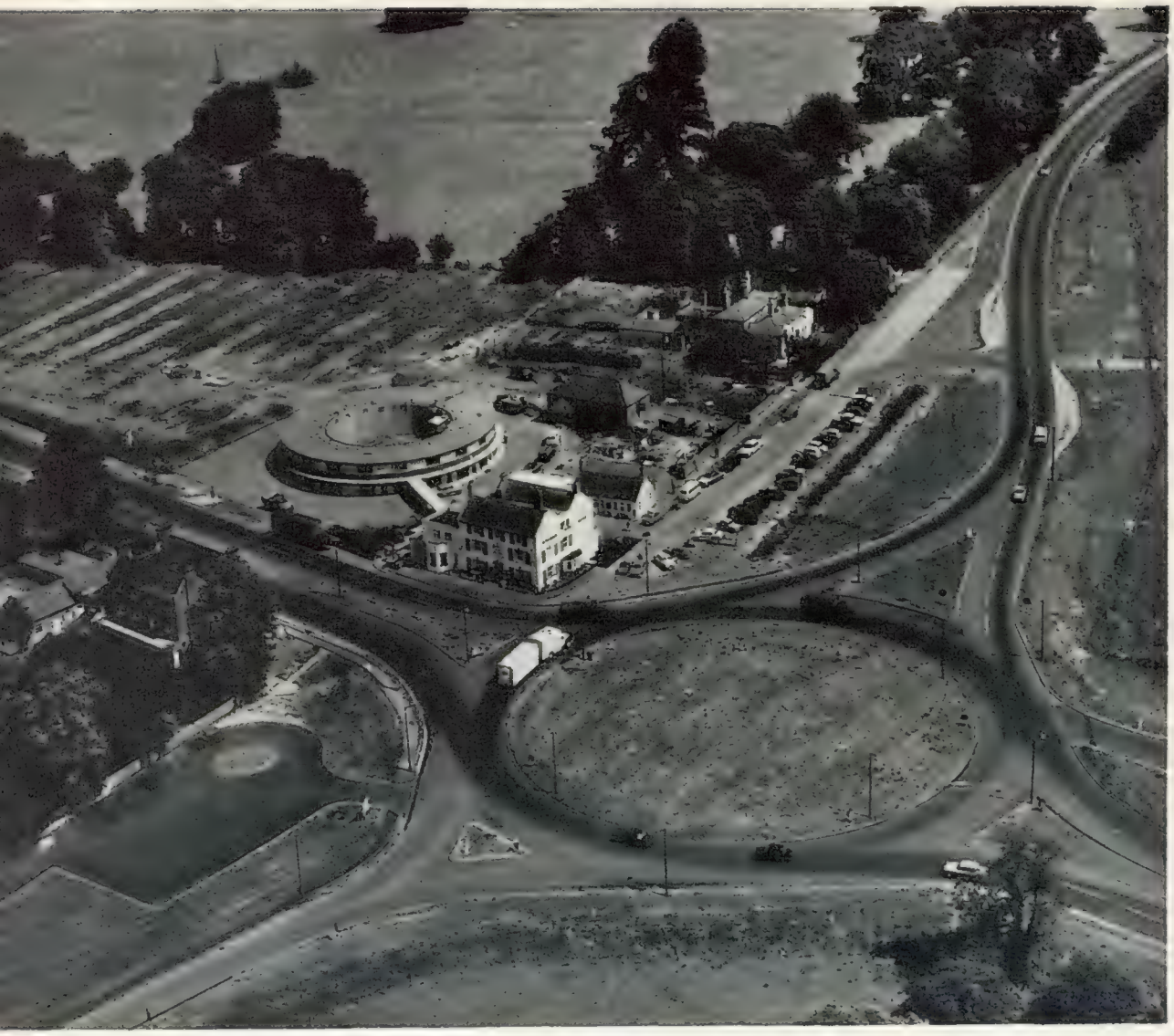
The Communists, again and again in the past forty-five years, have tried to precipitate chaos outside Russia in order to bring about that world revolution which is axiomatic in their creed. To this doctrine's rigidity the West cannot afford to oppose an equally rigid doctrine of no change. We in Britain have certainly not been guilty, since the war, of either doctrinal or practical inflexibility.

Indeed, as a natural Conservative, I have been conscious of the number of pickles into which we have tumbled by being too eager to trim our sails to every puff of the wind of change. But even I recognise the creative necessity of change—ordered change, not deliberate chaos. Chaos, as Lord Home said, " brings misery to ordinary men and women everywhere." A respect for order is without doubt our over-riding international need today. Every policy of Britain's must be considered and applied in the light of that need.

It is, to put it mildly, not discouraging to know that there is in office a Foreign Secretary who holds tenaciously to this belief, and who can assert that it offers at least a chance that " we may be able to help the world turn away from the destruction and waste of war towards more creative activities and the life-giving tasks of peace."

Princess Alexandra gestures as she talks with Princess Chichibu of Japan before seeing her off from London Airport. Princess Chichibu, sister-in-law of the Emperor Hirohito, was to have a short stay in Paris and then go on to Stockholm. Princess Alexandra was making one of her first public appearances since she was in hospital for the removal of her tonsils and adenoids. It was announced last week that her brother, the Duke of Kent, was to have an operation for sinus infection

GOODBYE TO A ROYAL VISITOR



The circular building is the motel, recently opened, attached to the Norman Cross Hotel, near Peterborough, on the junction of the Great North Road (A.1) and the A.15 to Lincoln. The motel has twenty self-contained studio apartments (each has a bedroom and dressing-room-cum-bathroom), with garages below them. Its occupants also enjoy the facilities and the various services of the hotel. The Norman Cross Hotel is a Trident hotel and a member of the Charrington United Breweries Group

Excavations in progress on the site of a hitherto uncovere

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

TOO SOON AND TOO LATE? I shared the view of some others that Mr. Macmillan's carefully prepared defence of his past administration and new image, in the vote of censure debate, detailed in unwise proportion what eleven years of Tory rule has achieved, and sketched in too vaguely the new dynamic (?) measures proposed. The proportions had been better reversed. Our "free society" has not yet discovered a method of so living together in patriotism, unity and common prudence as to secure the obvious objectives of any competent government. The cost of living forever rises, the purchasing power of the pound forever falls, wages forever outsoar production, and the Government's least popular efforts have had signally small effect in stopping the rot. No doubt, he was called on too soon. His new Government has had little time to settle in, and new policies need a good deal more time to hatch. Moreover, he left economic brasstacks to his new Chancellor, as was reasonable. All the Premier could offer was the sketch of a new umbrella and the vista of a longer avenue for exploration. I think neither he nor Mr. Gaitskell succeeded in making much of what seemed a great opportunity. I fancy our affluent society is disillusioned, our free society still undisciplined and at odds; and policies and politics of any colour are losing public interest, after so many years when, neither in performance nor in promise, have they given us new hope or confidence in the wisdom and efficiency of governments.

THE TWELFTH AND THE GROUSE. How quickly summer flies! It seems only yesterday that we said goodbye to a long and beastly spring, and now sportsmen will be girding on heavy shooting boots and tweeds to climb the moors. The only grouse I shall shoot will be a fledgling grouse—about the summer. Until the end of July at any rate, it did not produce a single really hot day nor any night warm enough for one to dispense with two blankets. The South Coast sea remained constantly chilly, even for paddlers. It has been abnormally windy, and every month since January has been deficient in rainfall, so that by the end of July, with less than 9 ins. in five months, my own area of Central Southern England is as dry as in the wonder summer of 1959, and I suppose we may expect the continuous deluge which followed that miracle. However, on the brighter side, very few fixtures of popular or local interest have had to be cancelled, and the flower gardens have flourished. Never has there been a better show of roses in gardens, small or large, and in hedgerows. Those gardens which have opened under the Nursing Scheme suffered and offered very few disappointments. It was roses all the way.

PRINCE FLORIZEL. George IV was born 200 years ago this month. In books which I have written I have had much truck with this monarch and feel a duty to comment on his anniversary. After a period of debunking (which followed World War I) of British historical characters, there has recently followed a serious campaign of white-washing some of the ugliest façades along history's High Street. And that is only fair and in the interests of historical truth; for evil reputations are largely built up on political bias, contemporary half-truth, scandal and third-party evidence. The "bad" sovereigns of Britain have obviously been victims of this sort of false witness and deserve a cool reassessment. Rufus, John, James I and George IV, among others, have all of late received a fairer reassessment and even found enthusiastic defenders, or confident apologists. Roger Fulford and John Raymond among others have put a juster case forward in defence of George IV. One thing we can all say to his credit: his taste (for the times he lived in) was unexceptionable. His name represents a golden age—*the Regency* and all it gave us in the field of culture. As a member of the jury, I take full note of his handicaps, his temptations, the madness in his family, his occasional "saving graces," still more of the manner of life and thought of the privileged class in his day, and of all points nowadays raised in his favour. But still, I think, Greville's verdict stands. If Greville was cool, he was careful and far from unjust in his verdicts on public men: "A more contemptible, cowardly, unfeeling, selfish dog did not exist than this king. There have been more wicked kings, but none so unredeemed by any greatness or virtue. A dissolute, drunken fop, spendthrift and gamester, a bad husband, son, father, subject, monarch and friend, a liar and usually a coward, at least he succeeded in bringing the *personal* power of

Roman amphitheatre at Cirencester, in Gloucestershire

Repairs on the famous Hadrian's Wall are halted as wall-walkers pass along it. The Roman rampart, over 73 miles in length, runs between Bowness on Solway Firth and Wallsend-on-Tyne. It is one of the best-known Roman remains in Britain and was erected by the Emperor Hadrian as a defence against the Picts about the year A.D. 120

History on the spot. Boys are given a lesson at a fortification on Hadrian's Wall

the sovereign from its near apex at the Regency to a dwindling shadow when he died." But he went the wrong way about achieving that desirable end. The "first gentleman of Europe" was a cad by the standards of any era in our history. In the lurid light of his failure, his niece, Victoria, in raising the dignity and respect of the monarchy to new heights, stands forth as more than a great queen. A miracle-worker and magician.

JANE AUSTEN'S ART. Every July the great house at Chawton, which Jane Austen's brother, Edward Knight, inherited from a relative (with much else), opens its grounds in July to a select band of admirers who listen to a chosen speaker discoursing on that novelist's art. This year they listened to Margaret Lane (Lady Huntingdon) and seldom, if ever, heard a more convincing, thought-inducing address, as charmingly expressed as it was brilliantly composed. She made the point that the average reader of the novels deems himself perfectly familiar with every detail of the furnishings in the fictional houses in which the plots develop. He knows where every sofa and table stood in each room, as if he had been an eye-witness in every novel. And then she stripped the average reader bare of his illusions. She showed that, in her relevance and economy, Jane Austen hardly ever described for "background" purposes any item concerning the furnishing and decoration of her settings and that (whereas Shakespeare's poetry painted his backcloths), so the art and magic of Jane Austen impressed on her readers physical details of her "cloud-capped towers" which she never described in words, unless such description was necessary to bring out a trait of character in one of her fictional creations. Making this point, she sent scores of her audience back to a closer study of the novels, to assure themselves that she was right. And indeed there is no limit to the new discoveries which re-readings of those six novels can bring. The authoress is inexhaustible; and a wealth of talent in the last ten years of the Jane Austen's Society annual meetings, have all found something new to send their audiences back to the novels. The cost of the annual banquet at Chawton House is cheap at 5s. a year for membership. The Secretary's address is Ivals, Bentworth, Alton, Hants.

TE DUCE, CÆSAR. That the Earl Marshal, Premier Duke and Lord-Lieutenant of Sussex should be chosen to forsake his great responsibilities to manage the M.C.C. Test tour in Australia seems at first sight to confirm the importance attached in this country to games. But, as the Duke says, it was not his fault that he was born a duke (or that he is Earl Marshal) and, these things apart, he is the very man for the job. Past President of the M.C.C., an ardent cricket fan and quite good cricketer, he has been long accustomed to open the Test series in this country on his lovely ground at Arundel, and several of those who will fight it out in Australia this winter, have enjoyed his hospitality there and opened their shoulders and mouths. He is, moreover, a good mixer, with a keen sense of humour, and is well supported in the job by A. V. Bedser, a popular figure Down Under. With Bedser's help the Duke should find the job a piece of cake. A man who has proved so capable of composing the unruly wills and affections of men at Coronation time, should steer easily through the shoals and hazards of Test Match fever. A good appointment, and one which already assures a "record" for the coming Test series. The Duke is the first Earl Marshal to manage an Australia-England Test series, just as the Lord Chancellor is the first of his line to bowl eight wides consecutively in one over (as I disclosed recently). Certainly cricket is of great importance in every grade of our national life.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

THE ROAD BRIDGE OVER THE FORTH

Drawings of a new landmark—prelude to the Edinburgh Festival

Sir Timothy Bellboys (Marius Goring) is stuck in his stolen balloon. Looking on are Samuel Breeze (Colin Jeavons) and Hester Bellboys (Gwen F. Davies)

Dorcas (Judi Dench) is left desolate

ENTERTAINMENT

A PENNY FOR A SONG

The Royal Shakespeare Company at the Aldwych

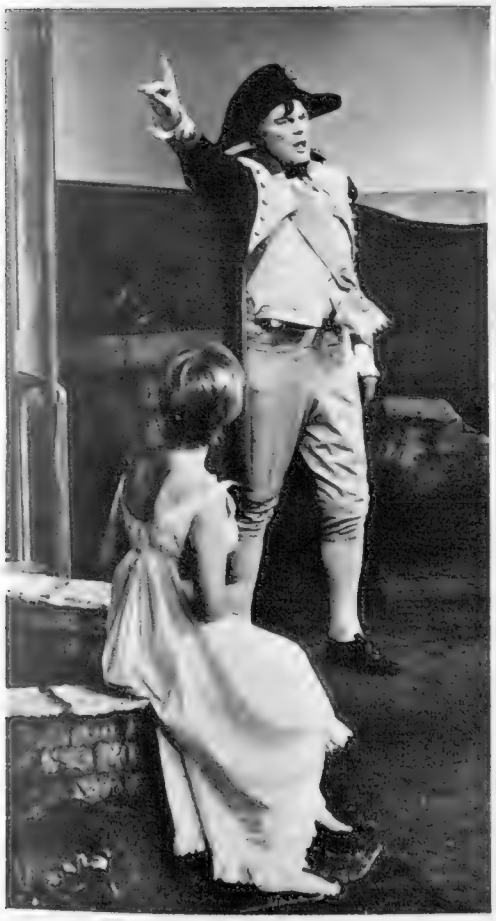
Photographs by Reg Wilson

Because of one of those mysterious movements of public taste, the plays of John Whiting have been neglected in the theatre, although he has been recognised as one of the most exciting of modern English dramatists. The Royal Shakespeare Company, at their London home, took last week the unusual step of re-presenting John Whiting's first play—*A Penny for a Song*. A charming light comedy, with a serious purpose, the drama is set in the English countryside disturbed by the threat of a Napoleonic invasion. It was first seen in London eleven years ago in Peter Brook's production at the Haymarket and has now been extensively re-written by the author.

Hallam Mathews (Michael Gwynn) listens to the earnest Edward Sterne (Mark Eden)

William Humpage (Newton Blick) on the lookout

Sir Timothy explains his plan to foil the French invasion. Listening from left are Hallam; Pippin (Margo Andrew), upstairs; Lamprett Bellboys (Jimmy Bree); Hester; Dorcas; Jonathan (Robert Cook); Samuel Breeze; Edward; and, in the tree, William Humpage



Sir Timothy in full flood, watched by Dorcas

The arrival of the fire-engine, pulled by Lamprett, who is accused of having put out the warning beacons

THE VOICE OF THE COMMON

NEW ZEALAND

Spreading the carpet in a new direction

In 1961 New Zealand became the major supplier of carpet wool to the United States. Quite suddenly, the carpet trade became an important part of the country's wool industry. In 1951 American manufacturers produced 65,000,000 square yards of rugs and carpets; this year production should be over 160,000,000. The industry predicts the 200,000,000 mark will be reached within three or four years. " Family formation " is increasing—and families need carpets—the percentage of incomes above 5,000 dollars has more than doubled since 1951; more and more offices and even schools, are getting the " carpet idea." The wool trade and a dozen synthetics will all be staking claims on the floors of the nation.

Carpet wool sales to the United States last year were worth about £12,000,000 for New Zealand. This is one-eighth of New Zealand's total wool receipts. For carpet wools, tariff free entry was made permanent by act of Congress last June and was confirmed (or " bound ") in tariff negotiations with New Zealand under GATT in March this year.

As a supplier to the United States market, New Zealand is a youthful success. In the first six months last year, New Zealand exported more than in the full year of 1956. The final figure for 1961 was 52,000,000 lb. clean weight, a 14 per cent. increase on 1960, and nearly 5,000,000 lb. more than New Zealand's nearest rival, the Argentine. New Zealand supplied one-third of total wool imports.

In February this year, after discussions in New York, the chairman of the New Zealand Wool Board, Mr. Jack Acland, announced a new partnership between growers and the United States carpet wool trade to launch a strong promotional campaign for wool carpets. The International Wool Secretariat, supported by farmers in Australia, New Zealand, and South Africa, will put " substantial " contributions into the campaign. As in all I.W.S. activities, this is being done in the interests of wool itself, regardless of origin. On this occasion, New Zealand will get direct benefit.

The Secretariat will also sponsor research, both on wool carpets and carpet wools, in the United States and elsewhere. The newly-formed New Zealand Wool Research Organisation is also certain to be developing studies on the carpet characteristics of New Zealand wool.

The strengthening influence of the United States carpet trade on auctions in New Zealand is probably out of proportion to its size. Many buyers represent United States interests and competition for the coarser end of the clip is often keen throughout the season. New Zealand wool-growers hope a successful sales campaign in the United States will keep the bidding spirited for years to come.

Archbishop Makarios, the President of Cyprus, with Air Chief Marshal Sir Denis Barnett, newly-appointed Air Officer Commanding-in-Chief, Near East, and Commander British Forces in Cyprus, are seen in the Presidential Palace in Nicosia

GHANA

Chairman of the C.P.A. in Accra

Addressing members of the Ghana National Assembly, Mr. Raymond Njoku, chairman of the Commonwealth Parliamentary Association, Nigeria's Minister of Transport, said at a reception held in his honour at Parliament House, Accra, that despite recent angry words between certain individuals in Ghana and Nigeria, relations between the two countries continued to be cordial. Accompanied by Mr. Robin Vanderfelt, Secretary-General of the C.P.A., the Minister, who was on a three-day visit to Ghana, expressed the hope that the Press in Nigeria and Ghana would help to cement the good relations between the two countries.

Speaking in his capacity as chairman of the Commonwealth Parliamentary Association, Mr. Njoku went on: " I believe that the most effective way to strengthen good neighbourliness between Commonwealth countries is to visit them, find their problems and understand them." He said that he was very happy to visit Ghana because " in the colonial days, our attention was focused on the metropolitan capitals, paying little attention to things around us. Now that we are independent, we should regularly visit each other to strengthen relations and, above all, know each other well."

Mr. Njoku said that out of the Commonwealth countries he had visited, it was only in Accra that he had been so honoured to have been given the opportunity to meet and address fellow parliamentarians in a parliamentary chamber. He emphasised that angry exchanges between individuals do not amount to strained relations. There were in both Ghana and Nigeria many people and organisations that had been friendly for many years. Mr. Njoku appealed to the Ghana Branch of the Commonwealth Parliamentary Association to send a strong delegation to the Association's conference due to be held in Lagos next October, to help him in entertaining parliamentarians from other parts of the Commonwealth.

On the Commonwealth, Mr. Njoku said: " It is no more the British Commonwealth. It is now our Commonwealth comprising of Ghanaians, Nigerians, Sierra Leonians, Britishers and others. Member nations should cherish their membership because it is the only true and great organisation of its kind that brings together people from various parts of the world."

Welcoming Mr. Njoku, Mr. Kofi Ofori-Atta, Minister of Justice said that Ghana was delighted the Minister had been nominated the first African Chairman of the Association. Earlier, Mr. Njoku had called on Mr. Ako Adjei, Minister of Foreign Affairs, at the Ministry. The 45-minute talks with Mr. Ako Adjei were centred around the need for good relationship between Ghana and Nigeria, Mr. Njoku said.

KENYA

Building a country—an appeal from Mr. Mboya

July saw a lull in the fierce disputes between the parties in Kenya, and a concentration on a more constructive approach, stimulated perhaps by Mr. Maudling's visit, and the announcement, before he left the Colonial Office, of the British Government's plan to help finance the buying of 1,000,000 acres in the White Highlands for resettlement by Africans. A delegation of five Ministers was in London last week to discuss this plan further. At the same time, Mr. Kenyatta, Minister of State for Constitutional Affairs, Economic Planning and Development announced the formation of a Planning Commission, and introduced the five-year plan of his party, Kanu. This estimated that £20,000,000 a year will be needed over the next five years to promote an ambitious series of projects, to be financed from " international sources."

At the same time as Mr. Kenyatta was looking into the economic future of Kenya, Mr. Mboya, the Minister of Labour, made a series of important and imaginative speeches on the urgency of the country's present situation, combined with appeals to all groups to help to build a nation. In the Legislative Council he warned that unemployment was Kenya's gravest problem—in the twelve months ended on June 30, more than 30,000 Africans lost their jobs. He also frankly admitted that the country was a grant-aided one, with hardly any money. " We cannot build a country by parading in the world as beggars. We cannot preach peace and law and order to a hungry man who has to steal in order to live. We cannot get out of this situation by slogans but only by hard work, struggle and a readiness to sacrifice."

WEALTH

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

In a speech to the Kenya Indian Congress, Mr. Mboya appealed for total integration of races, with no recrimination about the past. "There is no need for any member of another race, who freely adopts Kenya as his or her home, to despair of the future," he said, and suggested that long-established conceptions would have to be revised; "for instance, an integrated community can lead to intermarriage between the members of that community. Why not?" he asked.

He returned to the theme of nation-building in an address to the Kenya National Farmers' Union at Eldoret, in which he condemned "noisy minorities" who kept plugging away at their "no confidence" theme. Here he stressed again what unemployment meant in terms of loss of self-respect and human degradation. On the Maudling proposal for resettlement, Mr. Mboya said that it would mean that European mixed farmers who wanted to leave would be enabled to do so. To those determined to leave he said, merely, "In the name of God, go." Kenya could do without anybody who had to be persuaded or cajoled to stay. "Now, in Kenya's history, this is the second and critical moment of truth." The first had been when the African first began to demand racial equality. Those who remained would be there not on sufferance but "unaffectedly as colleagues and friends."

An aerial view of the centre of Melbourne, with a model of a proposed car park building superimposed. This is the first multi-storey car park in the capital of Victoria. Alongside is the new Southern Cross Hotel, due to open on August 24

BOOK REVIEW

The Commonwealth—a vital factor in civil aviation

By its nature, the Commonwealth has proved a forcing ground for civil aviation—not only because of the distances involved from country to country and the needs and desires of inhabitants to travel between those countries, but also because the rapid and comparatively recent economic expansion of Commonwealth countries has meant that internal airlines, not competing with already highly organised means of transport, could be exploited all the more fully and quickly. ANNALS OF BRITISH AND COMMONWEALTH AIR TRANSPORT (Putnam. 84s.), John Stroud's exhaustive, authoritative and detailed record of the first four decades of Commonwealth civil flying, provides abundant evidence. Today jet aircraft of Britain and the Commonwealth encircle the globe, but it was, for instance, only twenty-seven years ago, on April 13, 1935, that Imperial Airways and Qantas Empire Airways opened the 12,754-mile London-Brisbane route for passengers. The single fare was £195, the frequency of service was once weekly, and the journey time was 12½ days.

Mr. Stroud's book records the main events of British civil aviation, and of the various Commonwealth countries, year by year, in concise summary form. It is not a work to read. One is overwhelmed by the sheer mass of facts presented, but it is a delight to look at, as it is lavishly illustrated with many rare photographs. A little research enables the reader to set out confidently to win bets on those questions which start with the words—"Who was the first to . . . ?"

To take an example, the first successful controlled flight by a British subject at any point in the Commonwealth took place in Canada. On February 23, 1909, John A. D. McCurdy flew his Silver Dart for about half a mile, at a height of 30 ft., over the ice of Baddeck Bay, Nova Scotia. The first sustained aeroplane flight in Britain took place in 1908, but the pilot was S. F. Cody, then an American citizen. The first official flight by an Englishman in Britain was by J. T. C. Moore-Brabazon on May 2, 1909.

This volume presents in full detail one of the most significant revolutions of all time—the mastery and exploitation of the air—from the point of view of some of the airlines in the forefront of technical innovations. At the same time, it demonstrates, as competition grew keener, how national airlines became bigger and then needed to be subsidised. Passenger flying became an essential service to the community. The tables of traffic statistics at the end of the volume show how the national airlines of the members of the Commonwealth have grown—Pakistan International Airlines carried under 10,000 passengers in 1954 and over 250,000 in 1960.

Jolyon Wimhurst

Mr. Harry May and his son, Don, both of whom are members of the Legislative Assembly of Western Australia, wait outside Parliament House in Perth before they enter to be sworn-in together. Both of them are wearing badges of the Returned Servicemen's League, the Australian veterans' organisation

Sir Hugh Beadle (right), Chief Justice of Southern Rhodesia, signs an oath of allegiance while being sworn-in as Acting Governor, in Salisbury. He is watched by Sir Edgar Whitehead, the Premier, and the Acting Chief Justice, Mr. Justice Hawthorn. The Governor, Sir Humphrey Gibbs, had left for three months' leave. **Right:** Nyasaland's new Chief Justice, Mr. E. Unsworth, during his swearing-in. Right is Sir Glyn Jones, Governor of Nyasaland. Mr. Unsworth was formerly Federal Justice of Nigeria's Federal Supreme Court. He was educated at Stonyhurst and Manchester University

A party of young Maoris perform a traditional welcome for Lord Freyberg at Guildhall, in London

COMMONWEALTH EVENTS IN THE CITY

The presentation to Lord Freyberg of a bronze sculptured bust of himself was a colourful Commonwealth occasion at Guildhall recently. Lieut.-General Lord Freyberg, V.C., was Governor-General of New Zealand from 1946-52. He won his V.C. in the First World War; in the Second World War he was Commander-in-Chief of the Allied Forces in Crete in 1941. He was created a baron in 1951. The unveiling of the bust, which was a tribute to Lord Freyberg from New Zealanders resident in Britain, was performed by Mr. T. L. Macdonald, the New Zealand High Commissioner. It is to stand in the new New Zealand House in London. The large gathering was presided over by the chairman of the presentation committee, Sir Arthur Porritt, Sergeant-Surgeon to the Queen since 1952.

The Commonwealth also came to the City of London recently in the form of members of the "Questors" Commonwealth Youth Movement, (an inter-Commonwealth body for young people). They were received by the Lord Mayor, Sir Frederic Hoare, at the Mansion House.

Sir Frederick Hoare talks to some of the Questors

Mr. T. L. Macdonald (left) and Lord Freyberg survey the latter's unveiled bust

Sir Arthur Porritt reads a tribute to Lord Freyberg

Tanhouse Brae leads from the square in Culross to the Abbey Church. **Below:** The tiny square, with the modern market cross on its ancient base. The house on the left is sixteenth century

CULROSS RESTORED

L. S. PATERSON *photographs and describes a 17th-century Scottish town*

Culross, standing on the quiet north shore of the Forth between Kincardine and Rosyth, has been restored to present the appearance of a fine old Scottish burgh of the seventeenth century. Nowadays, much of the old domestic architecture, which is traditionally Scottish, has been lost through rebuilding over the centuries. For this reason Culross as it now stands has a unique fascination. It is not as well known as it might be, but doubtless when the Forth Road Bridge is open it will see many more visitors since it will be only a few miles off this main route to the north.

The town is an ancient Royal Burgh, spread out on a wooded slope above the Forth. Its history can be traced from the founding of a monastery there by Malcolm, Earl of Fife, in 1217. The monks were the first to work the outcrops of coal and to start the salt pans. Girdle-making, for which Culross was famous for 200 years, was started in the fifteenth century. But the great age of the town was due to Sir George Bruce of Carnock, a sixteenth-century captain of industry. He introduced pumping, using a form of water wheel, to the mine workings, enabling coal excavations under the sea. In the seventeenth century, Culross was one of the most prosperous of the little ports along the stretch of coast from Kincardine to the East Neuk of Fife.

But Culross went into a decline and with most of the rest of this coast was killed off by the advent of the iron ship. The local yards had only used wood and the new ships were built near iron foundries on the Clyde. The wide, grassy Sandhaven, the port, fell into disuse. Many of the fine houses stood empty and decaying for many years until the National Trust for Scotland began its work of restoration.

(*Continued on following pages*)

The "Croon o' the Causeway" at Culross. When it was built, the smooth paving in the centre was for the gentry and the rough cobbles for everybody else

CULROSS RESTORED

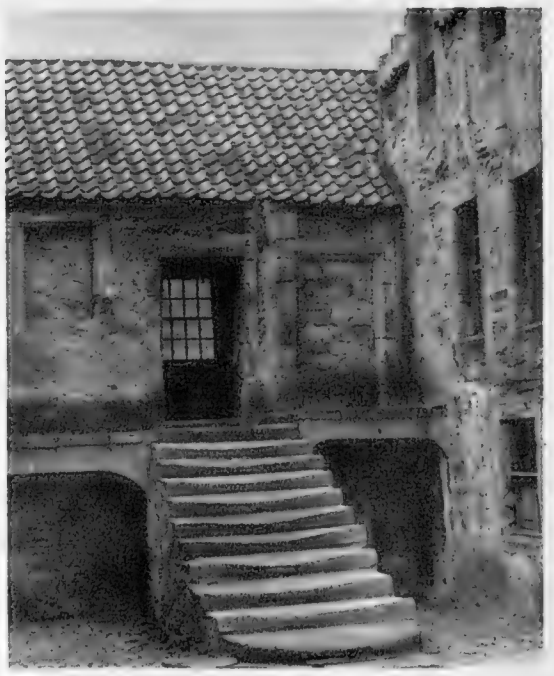
(*Continued from previous page*)

One of the earliest of the buildings is Sir George Bruce's mansion on the Sandhaven. It was started in 1597. In one of the rooms is a famous painted ceiling of eight different scenes, each with its Latin motto and Scottish couplet. Tucked away in a narrow alley nearby is Bessie Bar's Hall, where a wealthy widow sold malt and gave her name to a well which supplied most of the town. Also on the Sandhaven is the Town House, with its ogee-capped tower.

Culross is a town of steep, narrow causeways. The Laigh, Mid, Back and Wee show what town streets were like 300 years ago. At the top of the Back and Middle Causeway is the square. Fronting on to it is a house called the Study. It has wall recesses possibly for book shelves and may have been a library used by the monks. Tanhouse Brae leads steeply up from the square. One of its houses is the Snuff Maker's House, with its slogan—" Wha would a thocht it, noses would a bocht it." At the top of the hill is the much restored Abbey Church, with, nearby, the Abbey House, started in 1608 by the brother of Sir George Bruce, Lord Kinloss. Modernisation work for the Earl of Elgin began in 1952, the third storey was removed, and the result is an attractive-looking house. Another building near the church is the " House with the Evil Eyes," named from the two little elliptical windows in the gable.

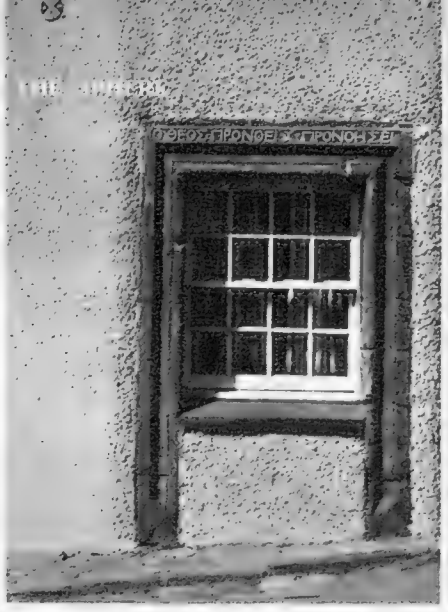
Little enough remains of the traditional domestic architecture of East Scotland, and what there is, is in isolated fragments. But Culross contains whole streets, which now restored give the town's visitors a vivid glimpse of the past. Granted its charter as a Royal Burgh by James VI of Scotland in 1588, Culross after a disastrous reversal of fortune, may again see its streets thronged with people. Meanwhile the National Trust for Scotland will continue its valuable work of restoration.

The restored little house known as the " Study "



The Mansion House, the " Palace," built by Sir George Bruce at the end of the sixteenth century. **Right:** A staircase in the west wing

The Abbey Church stands high above the town of Culross



At the foot of Tanhouse Brae is a house with a Greek inscription—"God provides and will provide." **Right:** The "House with the Evil Eyes" near the church

Old houses being restored in the square

The Sandhaven, Culross's port. In the centre is the Tron which held the weigh-beam for goods at the market

BRIAN VESEY-FITZGERALD

TAKING THE HIGH ROAD

I had intended to write about Inverness, a town of which I know nothing, having been in it only once. And on that occasion I arrived, in the dicky-seat of a small car and drenched, only just in time to catch the last train south. This leaves sometime after 11 p.m., and it was a very dark night, so I did not see much of Inverness. This time I had planned to spend a few days in the neighbourhood, to wander down and around Loch Ness (keeping an eye open for the Monster), and so to Fort William and Ardnamurchan. Well, I have been to Inverness again. But I have yet to see the town. All I really saw was the police station. There is very little to say about police stations.

But the road to Inverness from Aberdeen: now, that is quite a road. Of course, there are a number of possible routes between those two towns. The main one runs through Huntly and Elgin. This was the route that everyone in Aberdeen advised me to take: and this was the one I did not want to take. I wanted to use the mountain road, one of the most mountainous roads in the Highlands, " the desolate and lonely Lecht road," which climbs to 2,090 ft. near the Banff border, through Tomintoul. It is marked on my map, which is fully up to date, with a broken line, indicating that it is a road " requiring special care owing to restricted width and/or rough surface." " Passing places," adds my map encouragingly, " are usually available." Evidently, a difficult road; and one which runs through what is virtually uninhabited country. But this is the country of the red grouse and the ptarmigan, the golden eagle and the red deer: and I had all day. It was worth risking. Against advice I took it.

In fact, the road has a good metalled surface for the whole of its length (about 116 miles), the steepest gradient is about 1 in 5, and it is a good deal wider everywhere than many a Dartmoor lane. I would not say that it does not require special care, but, on a fine day, at any rate, it is less difficult than a good many roads I know in England. But it is easy enough to see why it has a reputation, why the stranger is warned-off. When the clouds are down, which is pretty frequently, I imagine, it must be fogbound.

The verges are not clearly marked and, if you once got off the hard surface, you would stay off it, and many miles from garage assistance. And, up there, snow falls both early and late; it has been blocked by snow as late as mid-May. I passed through in July and there was snow on the crests of the Cairngorms, and it was, that day, cold enough for more. It is not a road I should care to drive along either in autumn or in late spring.

Strangely enough from the highest point of this mountain road there is little view: just high, bleak, reddish-brown windswept moorland, a desolate and rather depressing countryside. But about halfway up the steep ascent from the Don Valley there is a most impressive view westward of Cairngorm and Ben MacDhui, and on this day the snowfield just below the rounded summit of the latter gleamed beneath a pale and fitful sun. The fact is that the Cairngorms are best viewed from a distance: it is the distant perspective which gives them the value of their bulk. Close at hand, among them, they are much less impressive. But it is only when you are deep in their midst that you can realise how great are the local climatic variations within this mountain mass. On some of the south-easterly slopes, which are sheltered from the prevailing wind, the vegetation, even at a considerable height, is sometimes quite luxuriant. And here and there, protected by the rocks around, there are small lush patches of green, almost meadows, where foxgloves grow and the deer graze.

I did not see a deer. But I did see a shadow passing along one of the slopes before me; and I knew what it was. For this is how you usually see a golden eagle, with the shadow long before the bird, so well does the plumage match the brown hues of these hills. I did not see a red grouse and did not so much as hear the familiar challenging " go-back." But I did see a small party of ptarmigan, and in which I should have thought the most unlikely of places—close by the road as it begins to drop down from the Banff border to Tomintoul. They were on a patch of loose grit.

It is a long time since I have seen ptarmigan, and then it was much later in the year, and I remembered them as more pied, more black and white. These, in their summer plumage, were pale brown, mottled with darker brown above, and looked like anæmic grouse. It was only the white wingtips and the white bellies that gave them away. But when they flew away into the light, they looked black and white. Light can play funny tricks with colour.

I had not expected to see ptarmigan. But a bigger surprise was to find that the common bird of the Cairngorms is the black-headed gull, the ordinary black-headed gull of the Thames Embankment. You had but to stop anywhere on that lonely mountain road and within a few seconds, out of nowhere, there would be two or three of them within a foot or two of the car. It was obvious from their behaviour that they had come in for the tourist season. There was even one in the middle of the square at Tomintoul; waiting, I presume, to welcome the coach-parties. And there must be plenty of those, for Tomintoul boasts one of the best-stocked knick-knack shops I have seen in Scotland, the land of knick-knack shops.

I wonder what the attraction of Tomintoul, which to be truthful is a featureless little village, is for those who do not fish or walk or, in winter, ski? I think it must be that this is the highest village in the Highlands, situated as it is at 1,160 ft. But it is not the highest village in Scotland. That distinction, curiously, belongs to a Lowland village, Wanlockhead, in Dumfries, which stands 1,380 ft. above sea-level.

The biggest surprise came at the end of the day. I was " coshed " in Inverness. Well, I suppose that that ought not really to be surprising: judging by the papers it happens often enough all over the country. But somehow you never expect it to happen to you: and certainly not as you are unlocking your bedroom door on the first floor of a good hotel. He used a Coca-cola bottle (full), which he left behind him. After that I did not feel much like exploring Inverness. It would not have been so bad had he used a whisky bottle (full).

Culzean Castle, in Ayrshire, was designed by Robert Adam. It belongs to the National Trust for Scotland and contains a private suite presented to ex-President Eisenhower. He will stay there this month during his visit to Britain

The 16th green at Stoke Poges showing the fine eighteenth-century clubhouse

BRITAIN'S GREAT GOLF CLUBS

STOKE POGES

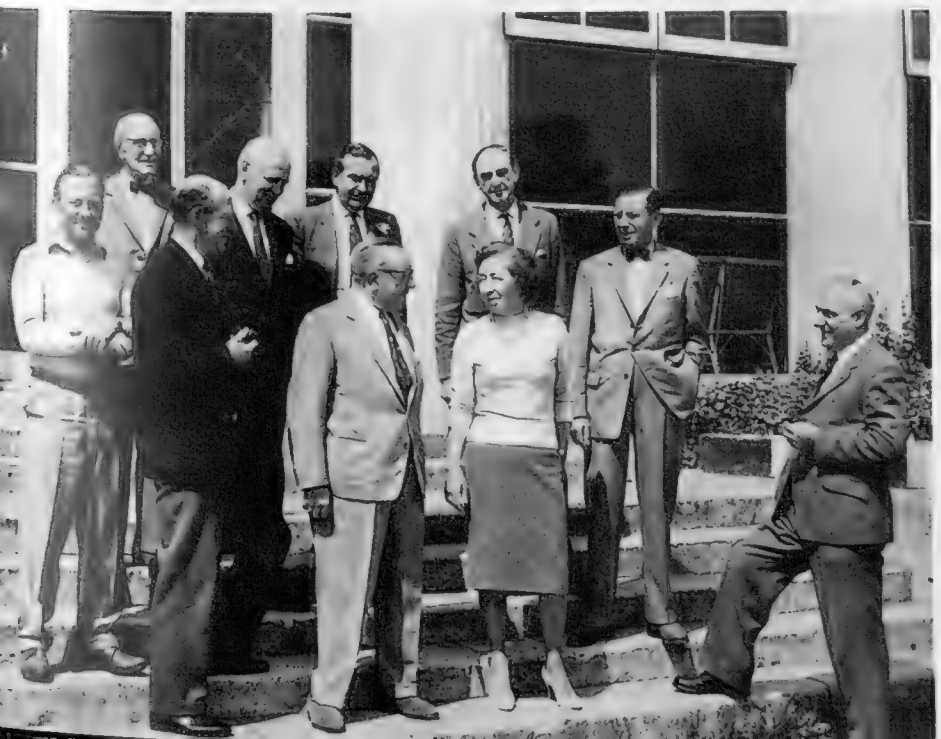
This course is situated in the quiet countryside of South Buckinghamshire, an area associated with Thomas Gray, who wrote his famous *Elegy* in its churchyard, and William Penn, who is buried at nearby Jordans. The son of William Penn, Thomas Penn, built the manor house which is now the headquarters of Stoke Poges Golf Club. For fifty years this club was a privately owned one—belonging from 1908-28 to Mr. H. Lane Jackson, and from 1928-58 to Sir Noel Mobbs. The first 18-hole course was opened in 1909, at a ceremony at which an exhibition match was played by professionals. It was designed by an acknowledged master of golf-course design, Mr. Harry Colt, whose short 7th hole was described at the time as "set at a diabolically difficult angle and bristling with trouble" . . . amalgamating "all the qualities that make for perfection." Under Sir Noel Mobbs a second 18-hole circuit was added. In 1958 the members, after obtaining a new lease from Eton R.D.C., took over and formed a new club. Since then the greens have been improved with the advice of the Sports Turf Research Institute at Bingley, and much reconstruction has been done in the old clubhouse. The course is 6,466 yards, and the S.S.S. is 73.

Next in this series will be Notts. Golf Club, Hollinwell, in the issue of August 18

Mrs. M. Page and Miss S. D. Chard

Mr. G. Rooley and Mr. D. Tulloch

Back row: Mr. W. Ward, Mr. W. Mead, Mr. E. Legon, Mr. A. Gough, Mr. E. Byndon-Ayres, Mr. C. Rhodes (last year's captain). Front row: Sir Geoffrey Byass (captain), Mr. R. Ayers (president), Mrs. Barlow (ladies' captain), Mr. C. Likeman (secretary)



A view of the famous short 7th hole

Halcyon, an 81-ton ketch of the Southampton University School of Navigation at Warsash

Sorlandet, a 617-ton square rigger, entered in the race by a Norwegian sea-training institution

GABOR DENES

YACHTING

"I am looking forward to watching the start of the Tall Ships Race this year and I hope for fair winds and an exciting race. I like to think that in the future Britain may also provide another worthy entry if the Sail Training Vessel project is successful." This message was sent by Prince Philip to the Sail Training Association last month.

He is going to do more than watch this Saturday when the 1962 S.T.A. Race from Torbay to Dieppe and Rotterdam starts in Torbay. At midday, he will himself give the signal on board the Royal Yacht *Britannia* for the start of the first two classes. The line will be formed by *Britannia* and H.M.S. *Wizard* off Berry Head to give a reaching start.

The total number of starters for this race is greater than in any other event organised by the Association since the first race from Torbay to Lisbon in 1956. The number of square-rigged ships (in Class I over 100 tons) is smaller, but in Class II (fore-and-aft-rigged, over 50 tons) there are seven entries, and in Class III (under 50 tons) twenty-eight.

Because of the congestion of shipping routes in the Straits of Dover, and the reduced manœuvrability of the big ships under sail, Classes I and II will sail a shorter course. All the vessels have to round a mark off Ushant, then sail up Channel. The two larger classes will finish off Pointe d'Ailly, near Dieppe (393 miles), while Class III will finish off the Hook of Holland (540 miles). All entries will go on to Rotterdam, where nearly a week's programme is arranged for the crews.

The three square-riggers taking part are *Gorch Fock*, 2,000-ton barque, training ship of the West German Navy; *Sorlandet*, 617-ton fully-rigged ship, entered by a Norwegian sea-training institution; and *Amerigo Vespucci*, 4,000-ton fully-rigged ship used for training the Italian Navy. She may not complete the course on account of other commitments.

Seven vessels make up the fore-and-aft-rigged, over 50-ton, Class II: *Corsaro II*, 73-ton yawl (Italy); *Halcyon*, 81-ton ketch (Southampton University School of Navigation, Warsash); *L'Etoile* and *La Belle Poule*, two identical French 227-ton topsail schooners; *Urania*, 83-ton ketch (Holland); *Wyvern*, 70-ton schooner (Norway); and *Navajo VI*, 50-ton schooner (Britain).

The British entry is strongest in Class III (under 50 tons), which will be started at 12.30. Britannia R.N. College, Dartmouth, has entered the 25-ton *Capella* and the five 13-ton Morgan Giles-built sloops, *Gryphis*, *Leopard*, *Martlet*, *Pegasus* and *Wyvern*. Other Royal Navy entries are *Marabu*, 26 tons (C.-in-C. Portsmouth), and *Gawaine*, 13 tons (H.M.S. *Manadon*). The British Army is represented by 22-ton *St. Barbara* (Royal Artillery Y.C.); *Wish Stream*, 17 tons (R.M.A., Sandhurst); and the former girls' training yacht *English Rose II*. Home Air Command S.A. have entered the 25-ton *Merlin*, Gordonstoun the 38-ton gaff yawl *Pinta*, the Ocean Youth Club *Duet* (22-ton yawl), *Equinoxe* (31-ton sloop) and *Theodora* (38-ton cutter); the Rona Trust *Rona* (48-ton ketch), and *Ailanthus* (13-ton sloop).

Four yachts from France, the new *Glenan*; *Pen-Duick*, which has a fibreglass hull cast off an old wooden one, built by Fyfe in 1898; *Sereine*, and the well-known ocean racer *Striana*. Two Dutch yachts, *Kijkduin* and *Najade*, and a German, *Taifun*, make up the list.

It is hoped that for the next race, in 1964, the British 300-ton topsail training schooner, for which a public appeal has been launched recently, will be among the entries.

Glenan, the French entry in Class 3 of the Tall Ships Race, designed by John Illingworth and Angus Primrose

Photographs by Beken of Cowes

TRAVEL

ISLES OF GREECE

By **GORDON COOPER**

Not least of the delights of a visit to Greece are its islands, with their blue skies, blue seas around, and their sparkling white houses. In the Greek archipelago, more than 2,000 islands lie scattered; but only about 140 are inhabited. In most cases the latter are reached by inter-island steamers linked with Piraeus. There are also some round cruises. But anyone contemplating a delightful peregrination to these various settlements, many of which have played an important part in Greek history, must often be prepared for simple living conditions. They are not really to be recommended for those who demand all modern conveniences. The beds in the local inns will probably be hard, the water supply sometimes uncertain, and both food and wine are according to Greek taste.

Yet, on these isles, many of which display considerable poverty, there are towns and villages of classic simplicity and beauty. In some cases there are ancient ruins dating from classical and later times, which have all played their part in history. Indeed, there is much more of the atmosphere of the ancient Hellenes to be found—an atmosphere rather lacking today on the mainland.

I have already covered Rhodes (6.5.61) and Crete (23.9.61) in these pages; I will now give necessarily brief accounts of some of the other islands. I will not deal with popular Corfu, for it will be the subject of an article later, early in 1963.

Mykonos. This is the most fashionable of island resorts in the Cyclades, and being within easy reach of Athens it is much favoured by well-to-do Greeks for their holidays. There is good hotel accommodation. Although a mere dot on the ocean, the island possesses 365 churches and chapels (many privately owned)—one for each day of the year. Its white houses dazzle in the sun, and the streets are scrupulously clean. It is pleasant, too, to dawdle the hours away at one of the quayside cafés. There is a good bathing beach nearby, while access is easy to—

Delos, where Leto gave birth to Apollo and Artemis. In ancient times this island was a most important centre for trade, but today it is uninhabited. There are the remains of the sanctuary of Apollo and many fine mosaics; also the famous and much-photographed Lions and an interesting museum. A whole day can easily be spent wandering around on this sacred island. There is a small restaurant.

Santorin. Called "the island of the winged devil," the tiny capital (simple accommodation) stands perched high up on the edge of a cliff. It is reached on donkey-back from the landing-port. The view from the town (Thera, badly damaged by the 1956 earthquake) is most dramatic. Although barren, this thirsty island produces heady sweet wines and luscious tomatoes, the product of its fertile volcanic soil.

Also in the Cyclades are **Tinos,** home of a miraculous ikon of the Virgin Mary and the goal of thousands of pilgrims; **Smyros, Tinos** and **Andros,** the only fertile islands and pleasant for a stay. All these isles are within easy reach of Mykonos, as is **Paros** (good beach and tourist hotel), famous for its marble. I recommend this island.

Eastwards are the Dodecanese, which in addition to Rhodes include **Kallithea,** whose waters are recommended for obesity, diabetes and arthritis. **Kos,** birthplace of Hippocrates, has a magnificent classical site, where the Father of medical science carried out his common-sense treatments. I liked, too, the little port, where I can recommend the Hotel Xenia (B category), and I think this island may well appeal to visitors more than the more fashionable Rhodes. *En pension* terms are from about 22s. a day.

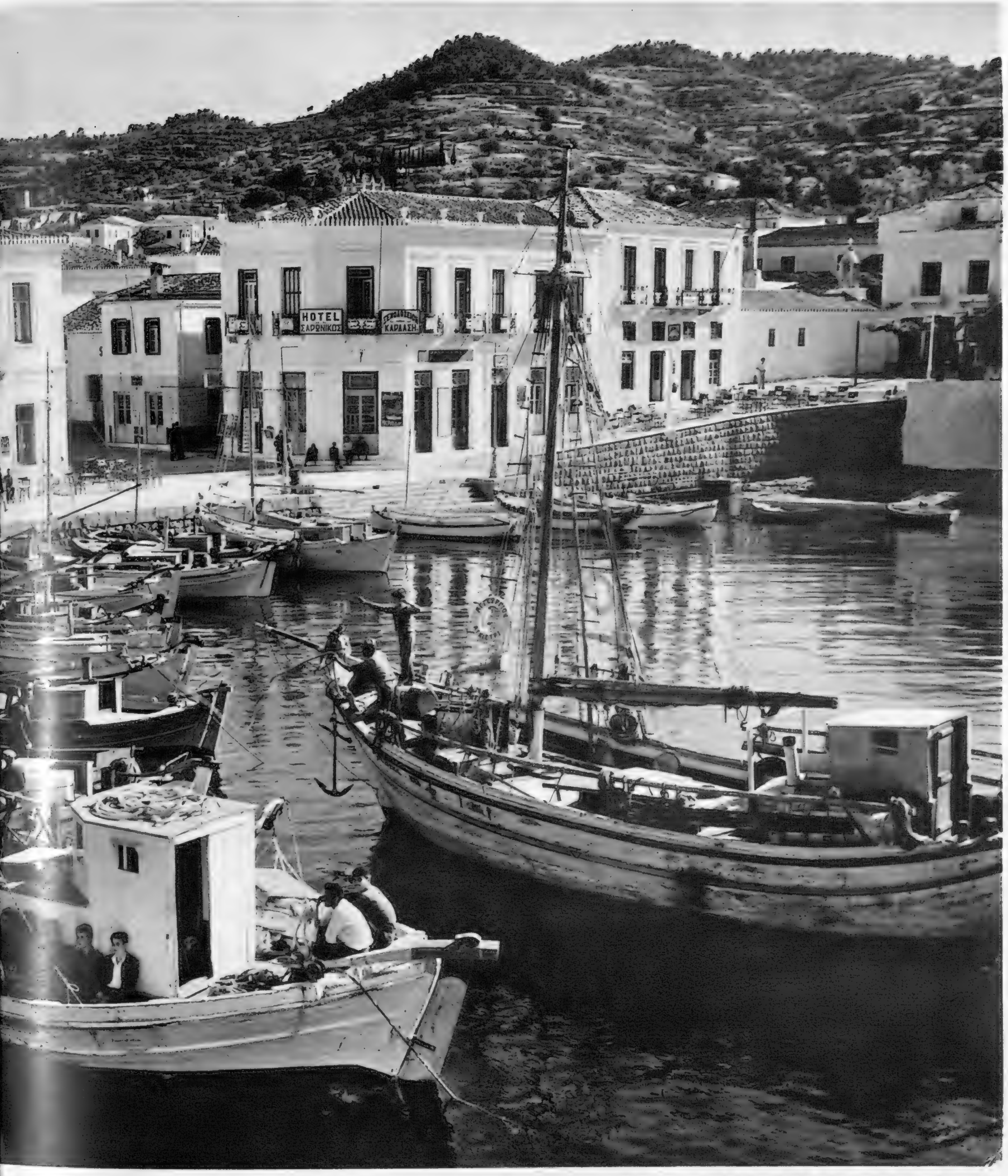
Patmos was where St. John compiled *The Revelation.* You can still visit his cave-residence, while on the summit of a nearby hill there is a fine monastery, with an important library. No hotel accommodation, however, is available (apart from private lodgings) on this quite attractive island.

Farther north are the Sporades, lying off the Thessalian coast. On **Skyros,** famous to Britons through the poems of Rupert Brook, who is buried there, there is the legendary spot where Theseus was treacherously put to death by Lycomedes. **Skiathos** and **Skopelos,** both attractive to under-water fishers and with good beaches, are also in this group. Note, too, should be made of **Syra,** capital of the Cyclades, **Lesbos,** with its vast olive groves, **Samos** and **Chios**—only three miles distant from the Turkish coast.

The Avenue of Lions and the sacred mountain on Delos

Fishing-boats tied up in the harbour of Spetse, one of the most

Easily reached from Athens and close to the mainland is **Euboea,** with Chalkis the chief town (good hotels). It can be reached by road or rail, direct. It is famous for the tidal current which races through the straits, alternating direction every few hours. Also within easy reach of Piraeus, by daily steamer services from Piraeus, are the Saronic islands of Ægina, Poros, Hydra and Spetse. At Ægina the well-preserved temple of the goddess Athene rivals Sounion in beauty and the perfection of its superb site. **Poros** is picturesque and offers



ttractive of the Saronic Islands. *Photograph by J. Allan Cash*

adequate accommodation; **Hydra** is popular with artists and bohemians, and it has a colourful waterfront; **Spetse** is perhaps my first recommendation for a holiday in the group.

Off the western coast of Greece are the seven Ionian Islands, the most popular being Corfu. Unfortunately, the earthquake of 1953 wrought havoc on some of the other islands, but the island-explorer will find a delightful carefree and most hospitable atmosphere on **Zante, Cephalonia** and **Ithaca,** with underwater fishing as the main sporting attraction.

Finally, a note for escapists. My own two selections are **Siphnos** (inn) and **Ios** (private house accommodation), both of which are in the Cyclades. **Skiathos,** the "South Sea Island," has lovely beaches and a good tourist hotel.

FOR FURTHER INFORMATION

Greek Information Office, 195, *Regent Street*, *W*.1.

Oceanways Ltd., 23, *Haymarket*, *S.W*.1. (*Specialist travel agent*).

PLAY OF THE HOLY BLOOD, BRUGES

Every fifth year the Play of the Holy Blood takes place in Bruges. This summer ten performances are being given in the glorious medieval setting of the Grote Markt against the backdrop of the Belfry. This pageant play tells the story of how the Flemish Crusaders brought part of the Holy Blood to the city, and it is possibly the most moving spectacle of its kind in Europe. Over 1,500 townspeople provide the cast for this drama, and the production is outstanding. Tickets may (possibly) be obtained through a travel agent, otherwise from the Tourist Office, Bruges. First performance was this year on July 30; dates of others may be obtained from the Belgian Tourist Office, 167, Regent Street, W.1.

BOOKS

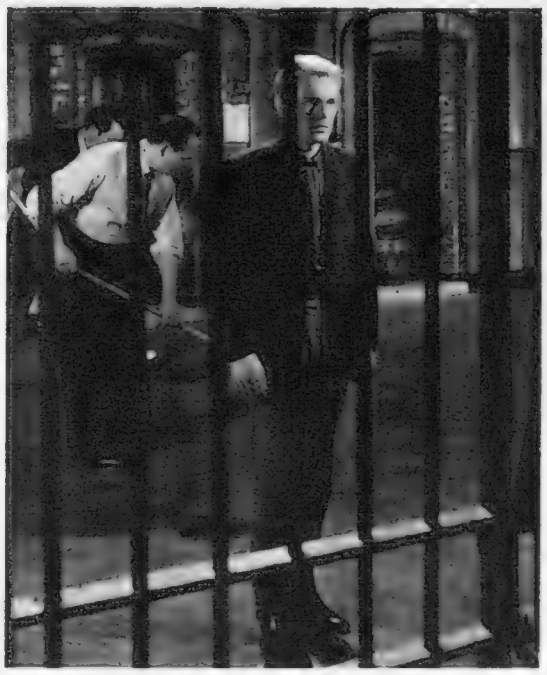
CHILDHOOD MEMORIES

Two recollections of what it is like to be young; a long list of varied fiction of the week

It is a happy fact that good poets, like good painters, invariably write good prose. The examples are almost endless and the latest of them is Mr. Clifford Dyment's early autobiography, THE RAILWAY GAME (Dent. 21s.). This is a poetic, candid and wonderfully evocative recollection of a childhood, the first years in the life of the lonely, imaginative and frequently unhappy boy who lost his father in the First World War and was brought up with self-righteous brutality by an uncle and aunt. The escape that he needed so much through his illnesses and recurring misery was provided by the friendship of an older man, an invalid, to whom the romance of railways was a positive fact and who introduced the young Clifford to a world in which you could, in your mind, open a door upon the world and enter a magic train "flashing over Persia at 500 miles an hour." Mr. Dyment's autobiography has caught much of that same magic and has also the clarity and exact focus of a child's eyes.

THE CRIMSON MOTH (Cassell. 15s.) is a novel, by Mr. James Turner, writer and poet, which also captures something of the enchanted, exclusive world of youth, with its terrors and its compensations. Here, too, a lonely child living in the country, his father dead and his mother away, makes his own discoveries and invents his own fantasies to comfort him, taking them with him into boyhood and into first love. Fanciful and poetic with passages of haunting description.

Miss G. B. Stern's new novel, DOLPHIN COTTAGE (Collins. 16s.), explores one of the less familiar aspects of television's influence: the disrupting effect that it may have on a family and a friend when one of their number becomes a popular and well-known performer. Miss Stern writes with her familiar ease and warmth, and her characteristic close interest in matters of kith and kin; a preoccupation which occasionally leads her into involved statements of genealogy, relationship and motive, which are all packed into one chatty paragraph.



ADAM FAITH, the young singer, plays a teenager from Battersea who is accused of shooting a policeman in *Mix Me a Person*. This new British film had its premiere at the Columbia, London, on August 9

THE ROSE-GROWER (Macmillan. 18s.) is a first novel by Miss Jean Stubbs, whose fresh and inventive talent is welcome, even in an age when first-novelists seem to proliferate. Her theme is the career of a man who loves life and, in life, many of the attractive women he meets. His anchor is a comfortable home, a loving and slightly too capable wife, and a daughter as volatile as himself. His excursions into the world are undertaken without cynicism but with a self-absorbed passion for freedom which has far more dangerous effects. I found this an intelligent and curiously compassionate story.

Malaya, Rhodesia, America, Italy and Germany are the settings of the next five novels which provide the reader with as many windows on the world. Miss Susan Yorke's THE AGENCY HOUSE (Macdonald. 15s.) is the third of her books to have Malaya as its background and, having treated of its past and present, she now takes a leap into the future and gives her own picture of what the country may become, subject to the changes which are affecting all South-East Asia. Well and knowledgeably written, with an exceptional understanding of the oriental mind as well as of the tactics of really big business. WHITTAKER'S WIFE (Collins. 18s.), by Mr. Harry Bloom, who wrote the musical play, *King Kong*, deals with the white community of Rhodesia or, rather, with a microcosm of it, represented by a millionaire's disappointed widow and the man who has managed her husband's ranch. Through the means of an excessively dangerous lion hunt which she organises for her own purposes, the widow plans to make this man her own quarry, and Mr. Bloom's story has all the dramatic impact that one might expect from such a plot.

THE ARAB WORLD

An analysis of the changing East

Morroe Berger, Professor of Sociology and Director of the Programme of Near Eastern Studies at Princeton University, has written a most penetrating analysis of THE ARAB WORLD TODAY (Weidenfeld and Nicolson. 36s.). It is all the better, without doubt, for the fact that the author has somehow contrived to stand personally aloof from the conflict of ideas, and has understood that, to the Arab, there is a difference between Western ideas introduced by Westerners and the same ideas introduced by an Arab *élite*, which, though deeming itself in need of no instruction, has sought to emulate the West, and has been ready to be spoiled by its "materialism." The professor declares that "it is the fate of those who feel oppressed to imitate their oppressors in the effort to be free of them." In this mood he surveys the whole field of social change, considering the family, industry, and politics in his many-sided and shrewd assessment. If change is in the air in modern Cairo and Alexandria, in Mecca, Medina, and Damascus, indeed wherever you look in the Near East, the old strict codes of meeting, mating, and the creation of new families are still shown to be a formidable influence. It is hard to generalise, so varied are the social and cultural levels, but on the whole marriage remains a joining of two families not so much a joining of two individuals. That fact alone is still no doubt one of the keys to Arab thinking.

Norman Swindin, one of the pioneers of chemical engineering, begins his autobiography with a flourish. "This book is the story of my first eighty years of life," he declares, and from that moment on we know we are going to be treated to a lively account of a life lived with zest and marked by intense application. ENGINEERING WITHOUT WHEELS (Weidenfeld and Nicolson. 25s.) is a grand story and on the final page in take-it-or-leave-it style the author says, with John Ruskin, "This is the best of me: for the rest I ate, drank, and slept, loved and hated like another . . . but this I saw and knew."

Louis T. Stanley has produced a textual and photographic record of the 1961 motor racing championship. GRAND PRIX (Thomas Yoseloff. 55s.) is dramatically presented, and the accent is on good photography.

ENGLISH FURNITURE A.D. 43-1950, is by E. T. Joy (Batsford. 18s.). The lack of surviving evidence has necessarily confined Mr. Joy's description of the first 1,300 years of his survey to a few pages. However, the sections on Tudor and Stuart through to the Regency style more than compensate, and the numerous line drawings and illustrations ably show the chief characteristics and variations of each period; how they developed from one another and how closely furniture was adapted to changing social conditions. Mr. Joy's treatment of the furniture of this century is disappointingly cursory.

Among the new paperbacks, and their number is considerable, are two works commanding special attention. R. W. Hutchinson's PREHISTORIC CRETE (Pelican. 10s. 6d.) describes the evolution of this remarkable centre of civilisation in all its aspects: religion, agriculture, pottery, drainage, architecture. These developments are illuminated by reference to related cultures throughout the Mediterranean, Egypt, and Mesopotamia, whence Minoa derived so much, and the Hellenic world whose legacy from Crete was extensive. Utilising all the discoveries of recent archæology, this scholarly work is both animated and well informed, vividly portraying the richness of a way of life that passed away 3,000 years ago.

The publication of the DEAD SEA SCROLLS IN ENGLISH (Pelican. 4s. 6d.) opens for all outside the academic world a new opportunity of understanding the roots of the Christian religion. This able translation by G. Vermes, together with his sympathetic introduction, makes clear why the Scrolls have been so much talked of, for they reveal how Essene teachings had, by the time of Christ, developed the harshness of Jewish thought into a deeper sense of man's predicament and his dependence on the Grace of a loving God. The large group of Hymns, through the clarity and truthfulness of their imagery, will convince many readers that here we have the records of a sect of profound spiritual insight.

A DOCUMENTARY HISTORY OF COMMUNISM (published by Vintage Books in two volumes at 13/6 each) is edited by Robert V. Daniels, who covers this broad subject with skill, starting with the age of Leninism and the Bolshevik Party between 1894 and 1916 and ending with developments since the death of Stalin. To the generality of readers this will prove hard going in the best Marx tradition.

Hugh J. Klare's ANATOMY OF PRISON (Pelican. 4s.) gives a very clear idea of day-to-day life behind bars. The author's suggestions for creating more reliable citizens are at once thought-provoking and humane.

W. B. YEATS' SELECTED POETRY (Macmillan. 5s.) is a welcome addition to the paperbacks. It is edited with an introduction and notes by A. Norman Jeffares.

WORLD EVENTS, *The Annual Register for 1961* (Penguin. 15s.), covers the events of the year and is edited by Sir Ivison Macadam. These 600 pages are packed with useful information provided by a distinguished band of contributors.

Richard Edmonds

NO SONG TO SING (Chatto and Windus 18s.) is a very funny book by Mr. Donald Honig; amusing, sardonic, disillusioned and not without some surprising moments of tenderness, though, to be exact, the tenderness is a matter of implication, not straightforward expression. Mr. Honig's hero, for want of a better word, is a nineteen-year-old boy with a highly individual moral sense, a sound affection for his family and a considerable capacity for getting into scrapes, hilarious and otherwise. There is a touch of the bawdy about his adventures, no viciousness and a good deal of laughter. THE HARVESTERS (Peter Owen. 18s.) is a novel, hitherto unpublished in this country, by Cesare Pavese, whose early death—he committed suicide twelve years ago—ended the work of one of Italy's finest writers, an anti-Fascist who was imprisoned for his political convictions. The book tells the story of two young men, also imprisoned during the Fascist regime, who are freed at the same time. One a townsman, the other from the country, they go together to a family farm and the short, immensely effective book is based on their contrasted reactions to rural life, and the tragedy which springs from it. THE TIME IS RIPE (Gibbs and Phillips. 25s.) is Mr. Arnold Zweig's new novel, set in the epoch of 1913 to 1915 or, in other words, just before the period with which the author was concerned in his memorable *The Case of Sergeant Grischa.* Very long and sometimes overwhelming in its detail but with its own massive form of sincerity and good will.

Miss Taylor Caldwell is another novelist who specialises in books on a titanic scale, and her new work, A PROLOGUE TO LOVE (Collins. 25s.), is more than 600 closely printed pages long. But to her thousands of persevering readers this will be good news indeed, for Miss Caldwell's popularity is soundly established and this lengthy novel "about the richest woman in the world" will only add to her reputation as a writer of dramatic family sagas. The background in this case is Boston and the action is provided by three generations of a family between the end of the nineteenth century and the early years of the twentieth. Extremely readable in its monumental way, for the author's secret is that she has a real and rare capacity for story-telling.

THE GARFIELD HONOUR (Heinemann. 18s.), by Mr. Frank Yerby, is, in its own spectacular fashion, also a story of family life in the years following the American Civil War, when Texas was a wild land of opportunity and Mexico was still smarting from its deprivations. Savage, exciting, rip-roaring stuff with plenty of love interest.

Sir Thomas Kendrick's delightful novel, GREAT LOVE FOR ICARUS (Methuen. 18s.), is Edwardian in setting and in manner, and deals with the fortunes and misfortunes of an eleven-year-old and a thirteen-year-old boy in the summer resort of Llandudno in 1906. Heavier-than-air machines are seldom discussed as possibilities, and the older boy's determination to build one for himself, helped by his admiring junior, is not taken seriously. The author writes about the boys with wonderful perception, seeing the whole adventure and disaster from their point of view and conveying their feelings to the reader without a hint of patronage or archness.

Thrillers of the week are Miss Margaret Summerton's THEFT IN KIND (Hodder and Stoughton. 16s.), which is the story of a kidnapping and its terrible effects, not so much on the child, who is returned safely, but on his mother as she waits through ten days of nightmare fear; and RUNNING SAND (Collins. 16s.), by Mr. Jonathan Wade, an intelligent but oddly uneven tale, again of kidnapping, but this time with overtones of espionage and Soviet threats.

Vernon Fane

A scene from Helmut Kautner's production of Hans Werner Henze's opera, *Der Prinz von Homburg*

THE HAMBURG STATE OPERA

at Sadler's Wells from Sept. 25 to Oct. 6

One of the most famous opera companies of the world—the Hamburg State Opera—will be giving a short season in London, starting in September. Founded 1677, the company has appeared twice at the Edinburgh Festival, but this will be its first appearance in London. Two operas will be performed for the first time in Britain—Alban Berg's version of the story of Jack the Ripper, titled *Lulu*, and Hans Werner Henze's new work, *Der Prinz von Homburg*. Also in the season will be a new production of *Lohengrin* by Wieland Wagner and Rennert's production of Berg's *Wozzeck*.

Dr. Schon (Toni Blankenheim) and Lulu (Helga Pilarczyk) in Alban Berg's *Lulu*

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

A. R. Neelands

Now president of The Cementation Co. Ltd., one of the major engineering construction groups in Britain with world-wide activities, Mr. Neelands has been associated with the company for over forty years, giving him vast experience of the industry. Rupert Neelands was born in Winnipeg, Manitoba, in 1881—he celebrates his birthday on August 26—and was educated at schools in Canada and at Manitoba and Toronto Universities. He started his career in engineering work with the Canadian Pacific Railway and then with the British Columbia Company. Mr. Neelands went into private practice in engineering and contracting, carrying out topographical surveys for the Canadian Government and then reverting to mining with the Mexican Corporation and the Persian Mining Syndicate. During the First World War, he served with the 1st Field Company, Canadian Engineers, gaining the M.C., being mentioned in dispatches, and rising to the rank of major. In 1921, Mr. Neelands was appointed managing director of Cementation and in 1953, the group's chairman. Mr. Neelands' wife died in 1941. He has one son, two daughters and six grandchildren and lives in Chelsea Square, London. His interests are book collecting, art exhibitions, photography and cards

ONE DESIGN CARGO SHIP

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Most of the dramatic technical progress in the design of ships since the end of the war has been confined to tankers. It has been facilitated by the chance to build bigger and bigger and bigger. At the end of the '30s a sizeable tanker was, say, 10,000 to 15,000 tons. At the end of the '50s it was, say, 25,000 to 28,000 tons. Today, it is 65,000 to 80,000 tons, and there is a small but growing selection of 100,000 tons plus. There are very few units of industrial equipment and no other vehicles that have grown by the same multiplier.

Within the sharp economies of scale that one gains in a rapid progression like that, designers have had room to be lavish in other technical refinements. Moreover, the very nature of a tanker's cargo, easy to pump in at one end of a voyage and out at the other at high speed, eases many of the ancillary problems of "turn-round" in operation. The need for extra men does not rise nearly in proportion to the size of the ship. In many ways, a big tanker is an economical ship to run. And though size presents some problems of materials, and of keeping such large structures rigid, it has only been in recent years, with the development of specialised tankers for such awkward cargoes as, say, liquid methane, that their design has been presenting many entirely new problems.

Turn back to the dry cargo ship, and the constraints on the designer are much more severe. First and foremost, you can't build anything like as big. There are virtually no dry cargo trades that can keep big ships operating regularly month in, month out with anything like the volume of movement that makes the tanker business about half the whole of world seaborne trade today. Few dry cargoes can be loaded aboard with anything like the same facility; handling devices have to be more versatile, to take a bewildering variety of different kinds of merchandise. Even the more standard cargoes, like grain and iron ore, may come from a range of harbours and have to be landed at many different points where one can't handle the optimum size of ship that a shipowner might choose to operate. Offshore terminals in deep water with submarine pipe-lines connecting them to the storage points or processing plants on the shore, which one can put in for oil where inshore waters are too shallow, simply "aren't on" with dry materials. And shipowners in the dry cargo trades, planning for a variety of trades where the seasonal peaks come at different times, traditionally want a versatile ship that can go from one kind of business to another.

One of Britain's leading shipyards, Swan Hunter, has just announced a design of standard ship that it claims should offer such an owner maximum economy and efficiency. It has had two main considerations in mind—economies in running costs, which today means as wide a use of labour-saving devices as possible; and economies in first costs, which means a ship that is convenient to build and can moreover serve as many customers' needs as possible, so that the yard can standardise its construction. The two don't necessarily go together. A shipbuilder who is producing a design off his own bat, and not in the first place for a particular owner whose demands are precise and not hypothetical, has some temptation to go for ease in construction. This might produce a ship that is very cheap to build but not very cheap for any given shipowner to run.

Swan Hunter feels that it has avoided that temptation. The new design they are offering is a dry cargo ship of 10,000 to 12,000 tonners, which after much discussion with shipowners they are sure is the right range of size. They have designed a hull form that will be efficient over a wide range of speeds; this allows them to offer a range of propulsion equipment giving service speeds from 14 to 17 knots. They have placed this propulsion machinery three-quarters of the way from stem to stern. This is a compromise between placing it centrally, which takes up part of the more rectangular portion of the hull that might be better used for hold space, and placing it right aft, which raises some technical problems. Ease of running the engines is assured by the air-conditioning of a control room in the engine compartment. The handling of cargo is facilitated by hydraulically-opening hatch-covers, and by a variety of electrically-driven winches; fork-lift trucks, also, will be able to be used on the specially strengthened cargo decks.

This new standard ship offers the kind of accommodation hitherto offered only in some of the largest of tankers—air-conditioned throughout, with individual small cabins for all the European crew. Even junior officers have private washrooms and showers.

Designing a ship like this, and being ready to deliver it, with modifications to suit the particular requirements of different owners, more quickly than a custom-built ship, should bring its first cost down, Swan Hunter thinks, by perhaps 10 per cent. There are big economies in drawing-office costs; construction economies, presumably, in being able to fit up a berth to produce one design of ship, and order standard prefabricated units. This may not bring British construction costs down to those of certain shipbuilding nations where Government subsidies are available. But in practice, in the last year or so, Britain has been becoming a fairly cheap shipbuilding nation again, among the competition that is really commercial; and this new design should prove a valuable and up-to-the-minute addition to the range which we have to offer.

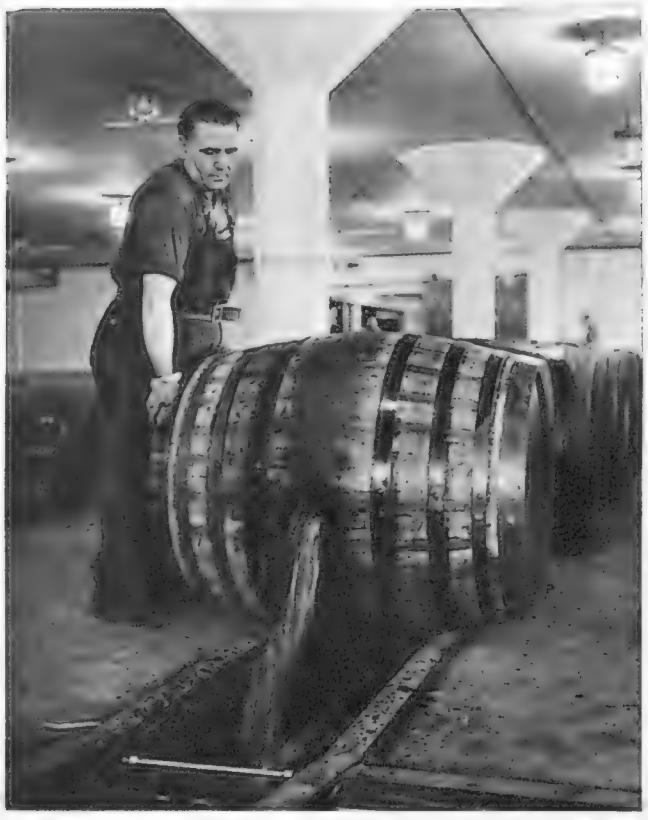
An artist's impression of the new standard design for a 450-ft.-long, dry cargo ship of 10,000-12,000 tons deadweight offered by Swan, Hunter and Wigham Richardson

The 400-yard main road frontage of the plant of John Dewar and Sons, Ltd., at Inveralmond, a mile to the north of Perth, in Scotland

SCOTLAND'S NEW WHISKY PLANT

Dewar's headquarters at Inveralmond

Marshalling whiskies from many different distilleries



The first stage in the blending process—removal of the bung

By one of the huge blending vats, whisky is run off into a cask for a period of " marrying "

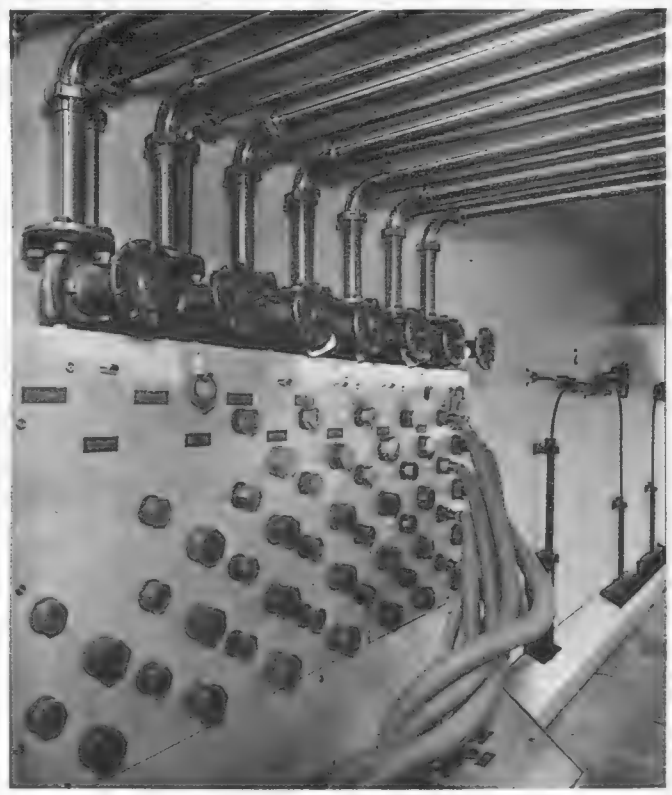
Inveralmond, the new headquarters of John Dewar and Sons, Ltd., on the outskirts of Perth, was officially opened in June by Lord Polwarth, chairman of the Scottish Council (Development and Industry), who described the occasion as a great day for Scotland and a landmark in the Scotch whisky industry. This blending and bottling plant, covering 24 acres, was built at a cost of over £1,500,000.

The move from the former four-acre site in Perth itself, which the firm had occupied and expanded since 1893, to Inveralmond, has given wide scope for changes. Production has been redesigned on a flowline basis throughout, and space, layout and equipment have been planned to meet all foreseeable demands for Dewar's various blends.

The plant is divided into three main groups of buildings, each devoted to one of Inveralmond's principal functions: blending, bottling and administration. In that order the blocks lie between the rear of the site and the frontage of the main A9 road to Inverness, with the

(*Continued overleaf*)

The pipe from the blending to the bottling section



The control panel for the bottling hall

One of the 24-head Albro filling machines in operation

In the cooperage, where each cask is inspected

The bottling hall, which has machinery enabling its ten bottling lines to handle nearly 35,000 bottles an hour

DEWARS (*Continued from previous page*)

broad administration block acting as a façade. This layout follows the flow of production from the receipt of casked " single " whiskies to the distribution of bottled and cased Scotch. The whisky spends many years at the distilleries before reaching Inveralmond, and in the blending bond it spends more time while the many whiskies " marry " in cask, an essential stage in the alchemy of whisky. Once this process is complete, the tempo changes to the smooth speed of the flowline for the purposes of economy in bottling and packing.

The first step towards bottling the matured whisky is the transfer from the blending bond to the bottling vats. In former days this involved the manual transportation of casks to the upper floors of the old bond for delivery by gravity. Now the whisky is pumped through insulated stainless steel overhead pipelines from the bottling undervat in the blending block to the eighteen bottling vats on a mezzanine floor over the ten bottling lines.

These take the bottles through the processes of filling, capping, labelling, wrapping and packing, with many inspection points along the line. The ten lines have a total maximum rated capacity of 34,800 bottles an hour. The vaulted roof shells give direct light over each line, and carry the arching overhead conveyors for the cartons, which meet the filled bottles at the far end of the bottling lines.

The Albro filling machines used on some of the bottling lines can fill as many as 450 dozen bottles an hour. The machines are adaptable to different shapes and sizes of bottle, and all parts in contact with the whisky are of stainless steel. After checking for absolute purity they pass to automatic labelling machines which form a part of the main conveyor. Cellophane wrapping by hand is the last process before packing in cases and cartons, which are carried through to the adjacent cased goods store by fork-lift truck to await despatch.

The plant has storage capacity for 15,000 butts of Scotch whisky, or approximately 1,800,000 proof gallons; for 2,500,000 of empty bottles and 130,000 filled cases. The various vats in the plant can hold over 170,000 gallons at a time. In the first four months the whisky industry's exports rose by 14 per cent. over the same period in 1961, and Dewar's chairman, Lord Forteviot of Dupplin, recently announced that his company's export record for those periods showed an increase of double the national average.

Right: After filling and capping, the bottles travel round the rotary Autospector machine (rear), which checks the purity of the blend

INDUSTRY AND THE STOCK MARKET

CLEANER SHARES

By "THE SPHERE" CITY CORRESPONDENT

If there is any truth in the belief that British consumers' tastes follow Americans' after a few years' delay, then there is a busy and profitable future ahead for Britain's dry-cleaning firms. At present, average spending on all dry-cleaning and laundering services works out at less than 2s. a week for each family; even where the head of the family earns £30 a week or more the average is only just above 4s. These ratios are far below comparable figures in Canada and the United States, though British spending on dry-cleaning has been increased by teenagers' relatively large expenditure on clothes and their upkeep. Dry-cleaners as an industry have one great advantage over the laundry firms, whose prospects were discussed here last week. This is that the dry-cleaners carry out a service which the housewife cannot do herself; there is no equivalent to the laundry firms' competition from customers' buying their own washing machines.

The traditional pattern in the dry-cleaning industry was for firms to cover a fairly limited area, serving a group of shops from one central cleaning depot. This is being changed fairly rapidly. With the improvement in road transport, some cleaning groups have built up nation-wide coverage. Secondly, some cleaners have returned to dry-cleaning in the shops themselves, hoping to attract large turnover by quick service. Third, the industry is now facing the spread of coin-operated dry-cleaning units. Similar to launderettes which checked laundries' growth for some years, these shops use American equipment. Only a few have so far been opened in Britain, but one leading City merchant bank has formed a new company to help finance their expansion.

By far the biggest unit among Britain's dry-cleaning firms is Johnson Group Cleaners, which includes Eastmans, Crockatt, Pullar and Lush and Cook. With total assets of close to £9,000,000, the Johnson Group operates through 1,600 branches employing 29 works and more than 100 shop unit-plants. Johnson's profits have shown small year-to-year fluctuations, but the past five years' trend has been markedly upwards: net income rose from about £200,000 to some £300,000. Profits in 1961 suffered a slight setback, and Mr. Douglas Crockatt told shareholders that expansion in the first few months of last year was more than offset by smaller margins in the latter part—when general economic conditions became more difficult. The dividend was held at 10 per cent., an increase of more than three points since 1956.

Apart from the Johnson Group, one of the largest dry-cleaning firms is Achille Serre, which operates through some 380 shops in London and the provinces. Profits have grown from just under £70,000 in 1956 to nearly £100,000 last year. Earnings have benefited from the directors' diversification plans, which have taken the group into the supply and hire of industrial overalls, and from new acquisitions. These have included the Forum and Bedford cleaning firms, which together operate about fifty shops in East Anglia. Achille Serre have registered their well-known Retex and Aquatex trade marks.

Shareholders' dividends have been raised steadily, generally at intervals of a few years, and the current 17½ per cent. payment was introduced in 1958. Short-term prospects for Achille Serre seem particularly attractive. Earlier this year Mr. F. M. L. Fitzwilliams reported that the company stood on a far firmer basis than twelve months before, with the board looking forward cheerfully to 1962.

But size and diversification alone are not enough to ensure success in the dry-cleaning business. Sketchley, who trade through more than 300 branches in London and the provinces, have suffered from falling profits on their hosiery dyeing and finishing business. With the credit squeeze bringing reduced demand, profits for 1961-62 dropped by more than £30,000, though the dividend was repeated at 15 per cent. Shareholders' main consolation was the directors' news that 1962-63 had started well and should show a much better picture.

The problems that can face even medium-sized concerns are shown by the Zip French group. Though operating through over 250 shops, this group has shown losses in each of the past three years, and no dividend has been paid since 1957. But business efficiency experts are now at work restoring profitability and some benefits should appear in Zip French's next results.

One smaller dry-cleaning firm which has attracted a good deal of City interest is Pritchard Cleaners, whose shares were marketed as recently as 1960. Profits showed a useful improvement between that year and 1961, though dividend policy remains conservative: on latest figures, shareholders' 12 per cent. dividend came from earnings roughly three times as large.

For most investors, Johnson Group will be the most attractive dry-cleaning equity—its shares can now be bought to yield over 6 per cent. Neither Sketchley nor Achille Serre offer a larger yield, but people looking for better income could consider Pritchard Cleaners' shares, which offer close to 7 per cent. An investment in Zip French, whose 1s. shares can be bought around 2s. each, must be very much a speculation.

COMPANY MEETING REPORT:

SMITH'S POTATO CRISPS

High Potato costs affect profits No increase in Retail price

MR. F. LE NEVE FOSTER'S *REVIEW*

The thirty-third ordinary general meeting of Smith's Potato Crisps Ltd., was held on August 1 in London, Mr. Fermian Le Neve Foster, chairman, presiding.

The following is an extract from his circulated Statement for the year ended March 31, 1962.

The Net Profit of the Group for the year, before taxation, amounted to £1,034,770 compared with £1,625,500 for the previous year. After taxation and minority interests the Net Group Profit for the year, attributable to members of the Company, comes out at £565,798 compared with £876,158.

POTATO COSTS

Last year I referred to the exceptionally difficult period for production owing to the very poor quality of potatoes from the 1960 crop. As the Board explained in its Interim Statement the aftermath of these conditions carried over to the first part of the year now under review and resulted in excessive potato costs during that period. We then had reason to hope, from the official estimates available, that the 1961 potato crop would prove to be more favourable and that for the remainder of the year we might get some relief on prices. In this we were sadly disappointed. The short-fall in the potato crop, contrary to the official estimates, has developed since early February leading to near famine conditions and record high prices. Potato costs of the Parent Company alone exceeded those of the previous year by a figure approximating £421,000 (31 per cent. increase), which accounts for three-quarters of the short-fall by comparison with the previous year of the Parent Company's profits before taxation. These conditions will also continue to affect the results in the early months of the current year.

Dealing with the huge quantities of potatoes—over 80,000 tons per annum—which we consume, fundamentally, these are matters which are outside our control. I am informed that never in the forty-two years' history of our business has your Company experienced such bad conditions.

Your Board is energetically continuing to explore and taking steps in several directions to find means for mitigating in future the severity of the impact of such vicissitudes in the cost of our principal raw material which is such a vital problem for our business.

DIVIDENDS

The Board recommends a Final Dividend of 30 per cent. plus a Cash Bonus of 10 per cent. which makes, with the Interim Dividend of 15 per cent., a total distribution of 55 per cent. for the year on the one class of issued share capital of the Company, which is the same as for the previous year.

The Group Balance Sheet shows a strong position with Share Capital and Reserves, representing proprietors' interests standing at a total of £3,621,304, which includes £73,759 of Capital Reserves and £2,296,083 of Revenue Reserves and Undistributed Profits.

SALES

Group sales show an increase of the order of 6 per cent. on the total figure for the previous year; in the case of the Parent Company in spite of greater competition and the poor weather during the summer period.

We have just put on the market a new pack known as King Size, retailing at 1s. It is an intermediate pack between the well-known 4d. bag and the 2s. 6d. Family Pack and is intended to meet, in particular, the needs of the housewife. It is proving popular and is particularly suitable for sales in Supermarkets. We are also marketing a flavoured crisp—cheese and onion. It has had an excellent reception and its sales are encouraging.

PRICES

It is notable that the present retail price of our standard bag is 4d.; this compares with a price of 2d. before the war. There can be few, if any, proprietary articles which show such a small increase.

Hitherto your Company's policy has been to operate on a small profit margin and to absorb general additions to costs by increased sales and the reduction of costs by improved mechanisation of processing and packaging. On this basis, naturally the exceptional and excessive potato costs arising from the 1960 and 1961 potato crops, have, as I have explained, severely affected the profits of last year and are likely to continue to do so for the first part of the current year.

In the Board's view, it is not practicable, for trade reasons, to make a temporary price increase to meet what we believe to be a passing phase. It considers that, on probabilities and in accordance with past experience, we may reasonably look in the future to a return to more normal potato costs.

The Board has decided, for the present at any rate, to maintain the present retail price of 4d. a bag and to continue its traditional policy of taking the rough with the smooth and thus serving the customer; on this policy the success of our business has been built.

In view of the trend of general-cost increases, which it seems will inevitably continue, the situation will continue to be closely watched by the Board, but, in the meantime, it is hoped that shareholders will be understanding and that customers will give Smith's the credit for taking a notable stand in resisting price increases.

QUALITY IS THE KEYNOTE

Quality is the keynote of our policy and we pay the greatest attention to all matters which are necessary to maintain it, using the finest products available and methods of processing to impart just that difference in flavour and keeping qualities for which Smith's are famous.

OUTLOOK

Combined profits of the Parent Company and Tudor for the first two months of the current year approximated those of the similar period last year but results for June and July cannot be nearly so good. It may be hoped that the Company will encounter more favourable conditions during the remaining eight months of the year.

On the other side of the picture, the sales figures of both the Parent Company and Tudor to date are appreciably in excess of those for the similar period last year. This is most encouraging on the longer-term prospect.

The report was adopted.

MOTORING

A NEW ICE TYRE

A useful handbook and news of more motorways

By **COURTENAY EDWARDS**

This may seem a strange time of year in which to talk about roads covered with snow and ice. My excuse for doing so is that I saw the other day a demonstration of a new Dunlop ice tyre which suggests that Dunlop research teams may have made an important contribution to road safety. They have devised a means of milling into the tread compound of the tyre special, chopped steel wire strand. This is bonded into place and produces a tread surface which looks like suede but is as rough as a wire brush. The surface is self-renewing as the tyre wears.

This new ice tyre is important because it has been found that the tyre with studs of tungsten carbide produced by Dunlop largely for rally use has proved far too costly to be an economic proposition. The new tyre can be produced at a cost increase of only between 10 and 15 per cent. compared with normal tyres. "This means there is a real possibility that the tyre could become commercially practicable," a Dunlop official told me.

The firm has decided to put into test production a limited number of tyres in a few sizes to gain experience, to see if the problem of tread wear can be overcome and to test the market in the U.K. and elsewhere.

Apart from the fact that the rate of tread wear on dry roads is about double that of conventional tyres, the main disadvantage of the ice tyre is a slightly harsher ride. If because of these limitations the ice tyre should not prove acceptable to the general motoring public it will still be of great value to police forces, doctors and ambulance services.

In the demonstration to which I referred just now two cars were roped together back to back and each tried to tow the other in tug-of-war fashion. The car with the ice tyres won every time.

A demonstration in London of the new Dunlop ice tyre. On wet ice two identical cars, one with the new tyres and the other with normal tyres, engage in a tug-of-war

One of the most interesting things about France's new rear-engined Simca 1000 (which costs £758 in the U.K.) is the excellent and original maintenance handbook which comes with it. Listen to this: "During winter, it may happen that the door-lock becomes frozen. Heat up the key with your lighter or a match then engage it in the lock barrel. This will free the lock. Do it again if necessary." Apart from telling Simca owners all about the car the manual has an impressive section on "trouble shooting," contains useful driving hints and even tells you how to sit properly in your seat to get the maximum benefit from its carefully designed shape.

There are hints on parking and even the most enthusiastic owner who likes to carry out all his own maintenance will find the information contained in the manual more than adequate. In a long test I found the Simca 1000 a most attractive, lively and willing little car. Its 944-c.c. engine, with five-bearing crankshaft, is smooth and quiet. The brakes are excellent, steering light and the driving position is outstandingly good.

Following the opening of M.5—or, rather, the first 28 miles of it, stretching from just south of Birmingham to a point near Tewkesbury—other important new roads have been brought into use in Britain.

Among them is the South Mimms By-pass, in Hertfordshire, which is 1½ miles long and cost £500,000. It provides a greatly improved access to the southern end of M.1 and increases to nearly 13 miles the length of modern dual-carriageway on one of the main approaches to London from the shorter fork at the bottom of M.1.

An even more important by-pass recently opened is that which takes traffic round Stevenage along a road 7½ miles long. It cost £2,000,000 and is the latest improvement to the Great North road (A.1) carried out in a £50,000,000 modernisation programme, under which it will be given a double track for most of its 270-mile length between London and Newcastle-on-Tyne.

More than 150 miles have already been modernised. No one who has used A.1 recently can fail to be impressed by the great improvements made to it. It is not a motorway and never will be, but it is a fine example of what can be done to make our main traffic arteries better able to cope with the demands which are now being made of them.

M.5 was opened by Lord Chesham, Parliamentary Secretary to the Ministry of Transport, and in doing so he said his Ministry hopes to complete 1,000 miles of motorway by the early 1970's. He said that 176 miles had been built already, that 120 miles are under construction and that 300 miles are "well into the statutory process." He reminded his audience that M.5 will eventually be continued southwards to cross the London-South Wales motorway (M.4) with an elaborate junction at Almondsbury. It will then bypass Bristol, cross the River Avon near Avonmouth and link up with A.38 near East Brent, in Somerset.

Lord Chesham said the 13-acre service area at Strensham, at the southern end of M.5, will incorporate all the lessons learned in the operation of the two service areas on M.1. At Strensham, where the area is under the control of the Kenning Motor Group, there are twenty-one petrol pumps on each side of the motorway serving five brands of fuel; two transport cafés—one on each side of the road—a restaurant built on a terrace with accommodation for 100 people; and one cafeteria.

I was surprised to learn that initially the Strensham service area has to have a labour force of 150 people. Mr. Ernest Marples, Minister of Transport, has already invited applications to tender for the first service area on the M.1 motorway extension at a point near Leicester. A third M.1 service area is already under construction at Toddington, in Bedfordshire.

Just one other important item of road news: the Minister has mapped a scheme fixing the route of a 28½-mile motorway which will run from Catthorpe (Leicestershire) to Castle Bromwich (Birmingham). This will form part of a motorway linking the M.1 to the M.6. It will make possible a motorway journey of 235 miles from London to Lancashire.

The Roads Campaign Council has produced a nine-point charter to form the backbone of a national policy to provide adequate, cheap-to-use, off-street parking space. It is contained in the Council's latest publication—*Parking Matters*—and a copy of the charter has been sent to the Ministry of Transport. The charter declares that off-street parking is an outstanding community problem.

Here is news of three interesting new accessories. . . . The Excelsior Motor Company of Redfern Road, Tyseley, Birmingham, 11, have put on the market a "Nudge Bar" for B.M.C. Mini owners. Made of heavy-gauge tubular steel, it is designed to protect the front end of the Mini from being bumped or scratched in traffic or when manœuvring in a small space. The chromium-plated bar curves across the radiator and round above the front wheels to the two doors. It costs £9 15s. and can easily be fitted.

Also of interest to Mini owners is a bonnet lock announced by the Key Leather Company of Urswick Road, E.9. It replaces the normal, externally-controlled bonnet catch and can be operated only from inside the car. Price 19s. 9d.

Stirling Moss has designed for Les Leston Limited of High Holborn, W.C.1, a wood-rimmed steering wheel which will appeal to the sporting motorist. It looks good and feels good. The price is £7 9s. 6d. to £7 19s. 6d. according to model.

Briefly. . . . London's Westminster, Battersea and Chelsea Councils are considering a proposal by the Transport Minister for Britain's first full "tidal flow" experiment under which Albert Bridge would be used only for northbound traffic between 7 a.m. and 10 a.m. from Monday to Friday and only for southbound traffic between 4 p.m. and 7 p.m. . . .

Dr. A. Fogg, director of the Motor Industry Research Association, has received the "Viva" award of the Worshipful Company of Carmen "for transport improvement in Great Britain for 1961.". . .

When Mr. Donald Campbell attacks the land speed record in Australia with Bluebird he will wear a safety belt of Terylene webbing made specially for him by Britax at a cost of £100. . . .

To minimise baulking, drivers in the London Motor Club's London Rally next month will be "seeded" and those listed as experts will start first. . . .

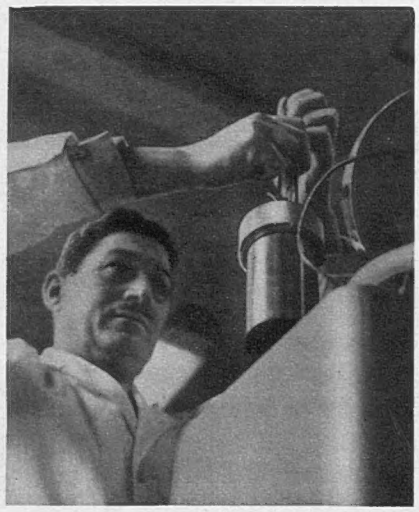
In the first seventy-two weeks of Leicester's traffic warden service which has been adopted instead of parking meters, wardens issued 4,258 fixed penalty tickets—a weekly average per warden of only 1·8. Voluntary payment was made in 87 per cent. of the cases. . . .

LIFE AS WE KNOW IT DEPENDS ON MEN LIKE THIS

Fred's keen eye helps keep your bills down

Fred Blackhurst is station chemist at Skelton Grange power station, near Leeds. He came there via power stations in Wigan, Bolton, and Manchester, having started his career as a junior laboratory assistant with a firm of manufacturing chemists. Everything he does has one aim: to help produce power more efficiently, more cheaply. An important part of his daily routine is the sampling and analysis of coal, oil, and water—each the lifeblood of a power station. The way these minerals are treated can make the difference between efficient and inefficient generation.

WATER Millions of gallons a day circulate through the tubes of a modern power station. Wherever it comes from —muddy estuary, river, or sea—this water must be conditioned so that no fouling occurs as it is pumped through. The station chemist must also ensure that all the water is returned to its source in a clean condition.



COAL The conventional power station lives on coal—consumes it on a gargantuan scale. But not every power station burns exactly the same type of coal and it is the power station chemist's job to keep a constant check on supplies to make sure that coal of the right calorific value is being purchased.

LUBRICATING OIL He must check on lubrication oils too, both before and after use, to ensure they are doing their job smoothly and cleanly. It could cost thousands of pounds to put right the damage caused by oil failure.

Men like Fred Blackhurst in power stations throughout Britain serve the community by helping to keep generating equipment working smoothly and at top efficiency. In this way, they play an important part in stabilising the cost of electricity.

CEGB

who make and supply electricity to
12 Area Boards in England and Wales
(who re-sell to consumers)
and British Railways

Write for a copy of "Pattern of Power" to
The Central Electricity Generating Board (Dept. 84)
Friars House, Blackfriars Road, London, S.E.1.

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GOOD LIVING

By Ganymede

The most remarkable feature of the Tasting of Summer Wines given by Findlater, Mackie Todd and Co. recently at the Painters' Hall, in the City of London, was the abundance of very low-priced wines. Of the forty wines shown the only still one over £1 was a Pouilly Fumé at 22s. The most expensive Hock, a Ruedesheimer Berg Riesling Spaetlese, cost only 19s.

There was also a good number of wines under 10s., such as a dry, crisp Graves named Bonnes Côtes at 9s. 9d., another sweeter Graves, Sainte Elise, at 7s. 3d., and an even sweeter but by no means cloying Entre-Deux-Mers at 8s. 9d. Other bargains to taste were a Yugoslav Kravnica, medium dry, at 8s.; a Portuguese sweet white wine, Tarinha, at 7s. 3d.; an Australian Murray Valley White at 7s. 9d.; Blankenberg from South Africa, light and dry, at 7s., and a sweet and a dry Spanish, both at 6s. 9d. Four Rosés were shown (all the rest were white): Sainte Roselle, from Bordeaux, at 7s. 3d.; a 1959 Tavel at 11s. 9d.; the ubiquitous Mateus Rosé with its gentle sparkle at 14s., and an Anjou at 11s. 3d.

All the other wines, the white Burgundies, including a 1959 Pouilly Fuissé at 11s. 9d., the Hocks and Moselles from the Bernkasteler 1959 at 12s. 3d. to the already-mentioned Spaetlese, the Alsatians, mainly 1959s, and the white Bordeaux, were reasonably priced and seemed excellent value. Sparkling wines, Moselle and Hock at 19s. 6d., Saumur at 17s. 6d., and a rather sweetish Champagne at 24s. completed the range.

In the Trattoria il Porcellino, Fulham Road

Guests at the tasting were asked to enter a competition called "Desert Island Wines." Imagining that they were cast away on a desert island, only able to rescue three bottles from the ship, they were invited to choose three of the wines and, putting them in the order of their preference, give reasons for their choice. The result of this competition, which is not known at the time of writing, should provide an interesting indication of the taste of the public. I hope to refer to this in a later article.

An effect of Britain's possible participation in the Common Market was spotlighted recently by Mr. Ian Seppelt, head of an important wine-producing firm and chairman of the Australian Wine Board, when speaking at a dinner given in his honour at Vintners' Hall, in London. He said that it was known that a common external tariff would be introduced by the Market countries but beyond that there were too many imponderables to be able to forecast the future.

Nevertheless, it was felt that the advent of Britain's entry in the Common Market would jeopardise the biggest market in the world for Australian wines. The sale of 2,000,000 gallons of Commonwealth wines in Britain includes more than 1,250,000 from Australia. On the other hand, he also referred to a dramatic increase of home consumption in Australia in the last six or seven years. In that time the amount has leapt from about 1,000,000 a year to over 3,000,000 gallons.

At the same dinner, Mr. John F. Burgoyne, chairman of the Wine and Spirit Association, made an interesting suggestion to improve the standing of Australian wines. He thought that although it might not be profitable to start with, it would pay if Australian wines were sold over here under their own regional, or even estate, labels.

Among the many restaurants which are opening everywhere in the residential districts of London, the latest is the Trattoria il Porcellino, strategically placed in the Fulham Road, in the border country between South Kensington and Chelsea. Porcellino means "wild boar," and the new restaurant is a replica of another one of the same name in Florence. They both have a stuffed porcellino on view. This is based on the old Italian superstition that if you make a wish while stroking the boar's nose, it will come true.

The owner is a keen polo player. This influenced the décor for the Polo Bar downstairs. The restaurant is cheerful and there is an agreeable Italian guitarist.

The cooking is distinctly Florentine; the chef has been at the Porcellino in Florence. There is a good choice of soups, pasta and rice dishes, and many meat and fish specialities for the main dish. I had an excellent *Filletti di Sogliola Vallombrosa*, fillets of sole with artichokes, pimento, mushrooms in wine sauce, and a first-class Zabaione. The wine list is dominated by Italian wines—that is as it should be—and includes some very reasonable carafe wines.

To South Africa

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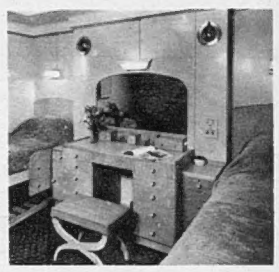

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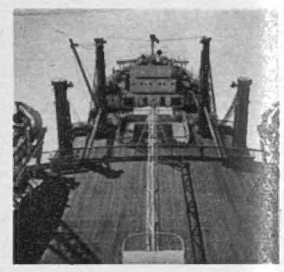

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Published Weekly by ILLUSTRATED NEWSPAPERS LTD., Ingram House, 13–15, John Adam Street, London, W.C.2, and Printed in England by MARTLET PRESS LTD., 88–94, Old Kent Road, London, S.E.1. SATURDAY, AUGUST 11, 1962. Second-Class Postage paid at New York, New York.

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

OUR TRAVELS so far this year have, as always, produced a number of "new finds" in the shape of hotels that we had either missed in previous years or which have been recommended to us by readers. En route to and from Scotland, and in that country itself, we found a number of good hotels and so, in this article, I propose to pass on the good news.

One result of the improvement of the Great North Road has been the by-passing of several villages and towns along its route. Such a place is Wentbridge, one of the prettier Yorkshire villages, and in the centre of its now peaceful street stands *Wentbridge House*, with its adjacent beech-shaded garden.

This small country hotel makes an admirable stop en route to the north (with London 170 miles and Edinburgh 200), and here you will find comfortable bedrooms fitted with free heating, writing desks and razor points. In short, a great deal of modern thought has gone into the planning of these rooms, several of which have telephones and private bathrooms.

The rest of this Georgian house is equally distinctive—from the Adam-style lounge, the Victorian cocktail bar to the Fleur-de-Lys Dining Room. In the latter, both *table d'hôte* and *à la carte* menus offer a wide variety of dishes and, an important point, dairy produce and vegetables are provided from the Home Farm. Motorists who want a quick meal during the touring season should remember the Tudor Room, which is geared for less elaborate meals.

In the Lake District we revisited two well-established hotels, both of which have been catering for travellers for many years. The three-centuries-old *Swan Hotel*, at Grasmere, stands on the main Ambleside-Keswick road, with a magnificent view of the Cumbrian Mountains from the front rooms, with the slope of Dunmail Raise coming almost to the back door. Alongside is a neat garden, while Grasmere Church and the Lake (for boating) are only half a mile away.

Facially attractive, the interior is even more so; from the cheerful fire in the hall lounge to the comfortable bedrooms above. The dining-room, too, is attractively decorated, the cocktail bar sparkles with polish and the residents' lounge has an enormous radiator to keep it snug in the colder months.

The managing director of the *Swan* for more than seventeen years has been Mrs. Gertrude Gibson and her deft touch is seen from the flower arrangements to the choice on the menus.

For years the *Swan* has catered admirably for the Lakeland visitor and Mrs. Gibson's supervision makes sure that the tradition is continued in full measure.

The other hotel was the *Pheasant Inn*, at Bassenthwaite, in Cumberland. One of the best small hotels in the Lake District, the *Pheasant* keeps abreast of modern times without losing its identity as a one-time coaching inn. The modern additions are, however, selective. Spring mattresses, running water and even a private bathroom, but luckily, Mr. and Mrs. F. G. O'Donnell (who have been here for over twenty-five years) have resisted the temptations of television and background music.

In the shining and spotless dining-room a good table is provided, with wines by the glass or quarter bottle.

The bar is virtually the original, with old prints, brass and copper in place of chromium and contemporary wallpaper, while above stairs, bedrooms are comfortably furnished and properly equipped.

Note the position—on the Keswick-Cockermouth road and close to Bassenthwaite Lake, golf, fishing and good walks.

On the Border, just north of Carter Bar, we had been recommended to the *Wolfelee Hotel*, at Bonchester Bridge, near Hawick. First appearances can be deceptive so, although the façade of this old, turreted Scottish mansion may appear forbidding, step inside. Once there, the smell of a wood fire, the sight of polished floors, chintz-covered chairs, and flowers will show you that the owners, Mr. and Mrs. R. Fawcett, wisely concentrate their attention on the indoor comfort of their guests.

The bedrooms, particularly, are comfortably modern (there are several private bathrooms) and the outlook on all sides is one of the Border hills and country peace far removed from traffic noise.

The other major attraction of *Wolfelee* is the food. Cooked almost entirely by Mrs. Fawcett, it is home cooking at its best. Each dish is presented attractively and is a pleasure to eat. No wonder that people come from miles around to lunch or dine at weekends. Fully licensed, the hotel has a cocktail bar and a sound wine list.

So, if you are en route to the Highlands (*Wolfelee* is about half-way between Newcastle and Edinburgh) or wish to explore the historic and beautiful Border country, here is your hotel.

Our travels took us as far north as the Western Highlands and Ullapool, and here we came to the *Caledonian Hotel*. Highland roads improve yearly and, although it still takes some time to travel from Gairloch or Inverness to Ullapool, this is due more to the beautiful and ever-changing scenery than the state of the road.

Thus Ullapool is more accessible and, for those touring the Western Highlands, it makes an admirable halting place. With Stornoway almost opposite and protected from the Atlantic by the scattered Summer Isles as well as the arm of the loch on which the town is built, Ullapool has the fascination of a fishing port as well as being something of a tourist resort.

In the centre of the town, near the decorative clock, stands the *Caledonian Hotel*, with views eastwards up the loch to the mountains and westwards to the sea. A Circle Member spent two weeks there with his family and praised the cleanliness and the friendly staff. We are happy to confirm his remarks and add that the recent improvements to lounge, dining and bedroom accommodation make the *Caledonian* just the kind of place in these parts for other readers to spend a short or a long holiday.

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